EXECUTIVE COMMITTEE
AGENDA

Friday, March 12, 2004
9 a.m.
SANDAG
401 B Street
7th Floor Conference Room
San Diego, CA  92101

AGENDA HIGHLIGHTS

• DRAFT FY 2005 OVERALL WORK PROGRAM
• LEGISLATIVE STATUS REPORT

PLEASE TURN OFF
CELL PHONES DURING THE MEETING

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

Gary L. Gallegos
Executive Director, SANDAG
Welcome to SANDAG. The regularly scheduled meeting of the San Diego Association of Governments Executive Committee has been called by its Chair for Friday, March 12, 2004, starting at 9 a.m. in the SANDAG offices, 401 B Street, Suite 800, 7th Floor Conference Room, San Diego. The Executive Committee may take action on any item appearing on the agenda.

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EXECUTIVE COMMITTEE AGENDA  
Friday, March 12, 2004

ITEM # | RECOMMENDATION
--- | ---
1. | APPROVAL OF FEBRUARY 13, 2004 MEETING MINUTES
2. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS
   
Members of the public will have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each. Committee members may provide information and announcements under this agenda item.

CONSENT ITEMS (3 THROUGH 4)

3. | FY 2004 BUDGET AND STAFFING AMENDMENT FOR ARJIS (Renee Wasmund)

The Executive Committee is asked to recommend to the Board an amendment to the FY 2004 budget that adds a regular SANDAG staff position for the ARJIS program. ARJIS funds will pay for this Senior Analyst position, which is currently in the approved ARJIS budget.

4. | LEGISLATIVE STATUS REPORT (Ellen Roundtree)

To help monitor the Legislative Program, a monthly status report on Federal and State Legislative Activity is provided to the Executive Committee. Highlights of the March 2004 report include the status of the multi-year Federal transportation program, known as TEA-21 (Transportation Equity Act of the 21st Century), the FY 2005 Federal Appropriations process, Cross Border Leasing, the State Budget, and various State Fiscal Reform measures.

REPORTS

5. | APPOINTMENTS TO THE SAN DIEGO REGIONAL ENERGY OFFICE BOARD OF DIRECTORS

SANDAG is responsible for making two appointments to the San Diego Regional Energy Office (SDREO) Board of Directors. It is recommended that SANDAG re-appoint Dick Ramos, Councilmember from El Cajon, and John Moot, former Councilmember from Chula Vista to the Board of the SDREO.
+6. DRAFT 2005 OVERALL WORK PROGRAM (OWP) (Renee Wasmund)  APPROVE

Attached for review and comment is the draft FY 2005 Overall Work Program (OWP). The Executive Committee is asked to recommend distribution of the draft OWP for review and comment by local, state, and federal agencies and interested organizations and individuals. If the Committee agrees, the OWP will be distributed on March 12, and any comments received by the Board on March 26 will also be distributed.

+7. REVIEW OF MARCH 26, 2004 DRAFT BOARD AGENDA  APPROVE

8. UPCOMING MEETINGS  INFORMATION

The next two Executive Committee meetings are scheduled for Friday, April 9, 2004 and Friday, May 14, 2004.

9. ADJOURNMENT

GARY L. GALLEGOS
Executive Director

+next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE
March 12, 2004

AGENDA ITEM NO.: 1

Action Requested: APPROVE

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
February 13, 2004

Chairman Ron Morrison (South County) called the Executive Committee meeting to order at 9:09 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Councilmember Hal Ryan (East County) and a second by Supervisor Dianne Jacob (County of San Diego), the minutes of the January 9, 2004, Executive Committee meeting were unanimously approved. Councilmember Jack Feller (North County Coastal) abstained from voting on these minutes.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public comments.

Councilmember Feller asked if there is a way for SANDAG to make a statement or provide input on the effect of illegal immigration on this county, and to inform others of its stance on this issue. Chair Morison replied that we can make a statement within the framework of our Borders Committee or through the Regional Comprehensive Plan (RCP). Vice Chair Mickey Cafagna (North County Inland) suggested that this matter be discussed by SANDAG’s new Public Safety Committee. The Executive Director suggested that the Executive Committee refer this matter to the Borders Committee. Councilmember Ryan thought it could go before both the Borders and Public Safety Committees.

REPORTS

3. FY 2004 DRAFT OVERALL WORK PROGRAM (OWP) (INFORMATION)

The Director of Finance introduced a report on the FY 2005 Draft OWP, which describes the work elements that could be accomplished at SANDAG during the next fiscal year, pending available funding. The work element activities are determined by the priorities, mandates, and agency designations established at SANDAG toward resolving regional issues or improving the quality of life in the region. Things have changed with consolidation, specifically with the addition of the capital and operating budgets of the transit agencies. The OWP is used by the Executive Committee and Board of Directors to prepare SANDAG’s annual Program Budget. The OWP work elements are grouped into the following categories: implementation; technical services; planning; programming, project monitoring,
and oversight; development, systems management, and program management; and external relations. Each OWP proposal was evaluated in terms of its ability to support one or more of the agency’s priorities: (1) does the proposal actively support implementation of the existing TransNet projects as well as public outreach for the TransNet reauthorization, (2) does the proposal support the RCP, and (3) does the proposal advance the Regional Transportation Plan (RTP) and the Transit Vision. There are also two practical considerations: the readiness to deliver a product, and the support of a critical business function. There are some mandated activities that we have to fund such as work on the State Transportation Improvement Program (STIP), the Regional Transportation Plan, and the Regional Transportation Improvement program (RTIP). Each of the jobs has been categorized as an existing or new effort and either an ongoing or one-time activity. Each department director then summarized his/her proposed work efforts for next year with a focus on challenges.

The Director of Finance described the overall organization of SANDAG with five departments: Finance, Land Use and Transportation Planning, Technical Services, Mobility Management and Project Implementation, and Administration. The Finance Department has two divisions, Accounting, and Programming and Project Control. The Accounting division supports employees and handles day-to-day accounting activities. The Programming and Project Control division handles the programming of funding that is SANDAG’s responsibility. Efforts of this division will be working through the STIP funding crisis, programming of the transit capital program, and developing the transit operating revenue estimates. If the TransNet Extension is successful, we will be gearing up for that. If it is not successful, then we will have to do some project reprioritization and fund swapping amongst projects. Consolidation has presented an opportunity to look at funding strategies for the region as a whole, and will result in a more comprehensive funding program.

The Director of Land Use and Transportation Planning explained the three divisions in this department: Land Use Planning, Transportation Planning, and Borders Planning. The efforts of this department will focus on three major programs: the update of the Regional Transportation Plan (RTP), transit project development plans, and implementing the policies in the RCP. Other efforts will work on regional habitat funding; regional energy programs; regional housing needs assessment; collaboration with tribal governments; collaboration with Mexico on transportation, energy, and the environment; collaboration with Riverside County through the Interregional Partnership (IRP); and collaboration with Imperial County. There is also a goal to make some kind of contact with Orange County. Challenges for this department include the ongoing development of our organizational team at SANDAG and improving our internal systems.

Supervisor Jacob asked about SANDAG’s involvement in habitat planning. She wanted to ensure that SANDAG is not competing with the County’s and City of San Diego’s habitat efforts. Staff responded that in terms of regional funding, we are headed towards the development of a regional environmental mitigation program through the TransNet Extension. We have been working with County and City staffs to use revenues for the mitigation of transportation projects to meet habitat goals.
Vice Chair Cafagna commented that we want to make sure that the City and County of San Diego receive the proper credits for the mitigation being done in the transportation corridors.

Chair Morrison clarified that these are supplemental efforts, not competing ones.

The Executive Director commented that we are working with the resource agencies to obtain permits and let the mitigation dollars contribute towards the local obligations for the regional habitat plans. We don’t have a dedicated funding source for this purpose. If the TransNet Extension is approved, we will be able to put our money toward meeting the local governments' mitigation obligations.

The Director of the Technical Services Department indicated that this is a very diverse department with a fairly defined mission to provide data, maps, analysis, and other services. It is organized around three major functions: Criminal Justice, Information Systems, and Research. The Criminal Justice Division and the Automated Regional Justice Information System (ARJIS) have been consolidated and a new policy advisory committee, the Public Safety Committee, has been formed. The Criminal Justice Division is the clearinghouse for criminal justice information, and is nationally recognized for its evaluation research on juvenile delinquency and other programs. Its focus is to help prevent people from committing crimes or recommitting crimes. ARJIS is dedicated to providing state-of-the-art information to enhance officer and public safety, and is also currently involved in several initiatives of the Homeland Security efforts. A longer-term vision for Criminal Justice and ARJIS is a national center for public information sharing. A challenge for this division is to obtain grant funding. As a result of the financial climate, staff will only pursue those initiatives that make the most sense for the ARJIS mission. The consolidation of Criminal Justice and ARJIS is an opportunity to promote SANDAG’s Criminal Justice activities.

Related to the Information Systems Division, there is now staff on five separate floors. We are looking to enhance communication among the staff and to ensure that proper hardware and software upgrades are implemented to enhance productivity. One benefit of consolidation is that all Web maintenance function is now integrated under SANDAG. The challenges to the Information System Division include serving an increased staff size and making sure that our information systems are on the forefront of technology.

The Research Division includes transportation modeling, forecasts, estimates, monitoring functions, and Local Technical Assistance (LTA). We are looking at an enhancement to our modeling capability for traffic and land use simulations. We want to develop tools with which our planners and transportation staff can demonstrate our vision and plans to the public. We would like to conduct a travel behavior survey next year. It is also important to keep the transportation models current. With the RCP and the RTP, there is a much greater focus on performance monitoring. Other initiatives that we will be working on include economic prosperity opportunities and fiscal reform. Finding the resources for upgrading the modeling work will be a challenge, and we have applied to Caltrans for two discretionary grants. Staff will also be evaluating a pricing structure for the LTA program to ensure that we get the best return on our investments.
Councilmember Jim Madaffer (City of San Diego) asked if there is a matrix of funding sources. Staff replied that every job has an identified revenue source(s). The Director of Finance added that the next step will be a matrix of matching revenues with projects. The Executive Director stated that we will find that there are more tasks on this list than we will have funding. The Board will ultimately have to make some priority funding decisions.

Councilmember Madaffer asked staff to bring back a report to the Board dealing with available technology. The Executive Director stated that one of SANDAG’s strengths has been its technology. Today we are meeting with the leadership of the new Public Safety Committee to develop strategies for our case for funding, in advance of a trip to Washington, D.C., as part of the National Association of Regional Councils (NARC) conference.

Councilmember Madaffer stated that he would like to see SANDAG involved in the neighborhood e-watch program. He noted that this program uses information obtained from ARJIS.

Councilmember Feller asked if developers and communities can contact SANDAG to perform modeling services. Staff replied that SourcePoint can offer that type of transportation modeling service for developers, and that LTA provides similar information services to our member agencies.

In response to a question from Councilmember Ryan, staff replied that sometimes a developer will request information directly from SANDAG and at other times, cities will request information.

Supervisor Jacob asked if the OWP priorities have been established. Staff replied that the projects are in numerical order. Staff will report back with these items in priority order as well as noting the ongoing items, and new items. The department directors have prioritized their projects and that information will be brought back to the Executive Committee when the Draft OWP and Preliminary Budget are discussed.

Supervisor Jacob indicated the need for fiscal reform and asked if SANDAG has endorsed any particular plan. The Executive Director stated that SANDAG staff have been working on a fiscal reform strategy, and have shared some of this information with state Senator Denise Ducheny. It was his understanding that Senator Ducheny has recently introduced a bill on fiscal reform.

Vice Chair Cafagna commented that we want to develop a consensus related to fiscal reform among the local entities and then submit it to State Legislators.

Supervisor Jacob said that the County wants to be a player in fiscal reform. She asked if SANDAG staff will be making presentations on fiscal reform. The Executive Director stated that staff has started working with local agency staffs, but could engage it at the policy level. Supervisor Jacob said that since there is movement in Sacramento on this issue, we should be engaged at the policy level now.
Councilmember Madaffer commented that we should be careful about swapping revenue sources as part of fiscal reform. SANDAG, the cities, and the County need to provide a consensus on this issue to prevent the state from taking revenues from the local entities. He added that we also need to stop the fiscalization of land use. The Executive Director stated that the success of fiscal reform is dependent upon obtaining constitutional protection for local funding sources.

Supervisor Jacob clarified that the language under No. 20011 in the work plan does not in any way support the Ducheny bill. The Executive Director responded affirmatively.

The Director of Mobility Management and Project Implementation reported that there are four areas in this department: Mobility Management, Project Development/Project Office, Intelligent Transportation Systems (ITS), and Transit Engineering and Construction. There are challenges in several major areas: the merging of engineering forces from SANDAG, the North San Diego County Transit Development Board (NCTD), and the Metropolitan Transit Development Board (MTDB) into a cohesive team; putting together the best practices of all three agencies and developing standards manuals; building trust with the transit agencies and the cities and county; and balancing a competent engineering workforce by keeping projects on lifeline support and moving projects forward as best we can. Efforts that staff would like to accomplish include a two-phase core competency level, using consultants depending on the needs of the region; development of a consultant contract capacity, looking at ways to design-build and design-sequence projects, combining all the ITS projects for consistency regionwide, and ensuring that hardware and software are consistent regionwide. There are two opportunities to make regional ITS improvements: the possibility of merging the Sprinter control center with other area control centers to save costs, and consolidating the 511 traveling information network with its five redundant systems. There are five initiatives that this department will be pursuing: creation of a project management office, the creation and maintenance of an ITS office, improving the management of the existing I-15 managed lanes, creation of a regional traveler information center, and balancing and prioritizing the workload.

The Director of Administration reviewed the four divisions in this department: Business Services, Human Resources, Graphics, and Contracts and Procurement. As a result of consolidation, there are new opportunities to consolidate functions. SANDAG will be contracting services to the transit boards, and it has merged into using MTDB’s accounting system, at a substantial savings over purchasing a new system. Other challenges are administrative costs, increased retirement costs, increased health benefit costs, and increased office space due to the transition of employees from the transit boards. The department director indicated that these increases are more a factor of the economy rather than from consolidation. The department director mentioned that all of the office relocations and renovations should be completed by June.

The Communications Director stated that this division is a four-person team. This staff provides communications advice for strategic initiatives including: public information, public involvement, and the consolidation of some marketing sectors for the transit agencies. The focus next year will be on the TransNet Extension.
Staff indicated that the full Draft OWP will be available for Executive Committee review at its March 12, 2004, meeting. With authorization for release by the SANDAG Board at its March 26, 2004, meeting, the Draft OWP will be distributed to federal and state agencies for review and comment. Comments will be due back to SANDAG in early April. The Executive Committee will review the comments and appropriate revisions will be incorporated into the Final OWP.

Action: This report was presented for information.

4. REVIEW OF FEBRUARY 27, 2004, DRAFT BOARD AGENDA

Staff reviewed the draft Board agenda for the February 27, 2004, Board of Directors meeting.

Mayor Lori Holt Pfeiler (North County Inland) suggested that SANDAG present a bigger year-end review since transportation is such a big issue to the region. The Executive Director suggested that this item be tabled and presented with the State of the Commute report at the April Policy Board meeting.

Action: Upon a motion by Councilmember Feller, and a second by Councilmember Madaffer, the Executive Committee voted to approve the February 27, 2004, draft Board agenda, transferring the SANDAG Year End Review report to the April Policy Board meeting.

5. UPCOMING MEETINGS

The next Executive Committee is scheduled for March 12, 2004.

6. ADJOURNMENT

Chair Morrison adjourned the meeting at 10:32 a.m.

Attachment: Attendance Sheet
<table>
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<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
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<td>Jack Feller</td>
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<td>City of Carlsbad</td>
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<td>City of Escondido</td>
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<td>East County</td>
<td>City of Santee</td>
<td>Hal Ryan</td>
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<td></td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
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<td>South County</td>
<td>City of National City</td>
<td>Ron Morrison</td>
<td>Member</td>
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<td>City of Chula Vista</td>
<td>Steve Padilla</td>
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<tr>
<td>City of San Diego</td>
<td>____</td>
<td>Jim Madaffer</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
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<td>Scott Peters</td>
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<tr>
<td>County of San Diego</td>
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<td>Dianne Jacob</td>
<td>Member</td>
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<td></td>
<td>____</td>
<td>Greg Cox</td>
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FY 2004 BUDGET AND STAFFING AMENDMENT FOR ARJIS

Introduction

On September 26, 2003, the SANDAG Board approved amendments to the FY 2004 Overall Work Program (OWP) and Budget to transition project development and support functions from the Metropolitan Transit System (MTS) and North County Transit District (NCTD). On November 21, 2003, the Board approved further amendments, adding a new Criminal Justice work element, and increasing the funding and tasks in three transportation work elements. The Board approved a third amendment on January 23, 2004 incorporating a new grant for Criminal Justice, moving RTIP/FTIP dollars from Caltrans to SANDAG, and consolidating the Human Resources Manager position from MTS. We are proposing an additional amendment to the FY 2004 budget that will add a new regular SANDAG staff position to work in the Automated Regional Justice Information System (ARJIS) program.

It is my

RECOMMENDATION

that the Executive Committee recommends that the Board of Directors approve an amendment to the FY 2004 OWP/Budget, that adds a new regular SANDAG staff position to work in the ARJIS program. Funds for this position are in the approved ARJIS budget for FY 2004.

Discussion

In June 2003, the ARJIS Board approved adding a new senior analyst staff position to the ARJIS budget. Adding this position to the SANDAG staff roster is consistent with the aims of recently improved consolidation and provides an important resource needed to support our new ARJIS Division. The primary duties of this job are to lead the development of major information sharing systems, manage consultants and projects, support the Public Safety and Chiefs'/Sheriff’s Management Committees, and supervise staff. Funding for this new staff position will come from the ARJIS budget. Staff is working on the procedures to transfer the funds for this position to SANDAG, along with the other administrative and financial matters necessary to implement the consolidation of ARJIS by June 30, 2004. We will do a nationwide recruitment for this position and plan to have it filled by May 2004.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Renee Wasmund, (619) 699-1940; rwa@sandag.org
LEGISLATIVE STATUS REPORT

Introduction

The last legislative update was presented to the Executive Committee in January 2004. An update of federal and state legislative activity since the last report organized by SANDAG’s Legislative Goals is included as Attachment 1. Changes are shown in bold. A summary of some of the highlights are discussed below.

Federal

On January 20, 2004, the United States House of Representatives and Senate reconvened and on January 22 the Senate passed the FY 2004 Consolidated Appropriations Bill. The bill, which consolidated eight areas of appropriations including transportation, was signed by President Bush on January 23 becoming Public Law No. 108-199. The law includes $33.8 billion in highway funding, an increase of $6.1 billion over FY 2003 levels and $7.309 billion for transit funding, representing an increase of $130 million over FY 2003 levels. Of this, over $123 million in discretionary dollars is included for transit and highway projects in San Diego.

The Transportation Equity Act for the 21st Century (TEA-21), the six-year transportation program that ended on September 30, 2003, was given a five-month extension that was set to expire on February 29, 2004. Unable to reach consensus on a multi-year bill by this deadline, an additional two-month extension (House Resolution [H.R.] 3850) was approved by the House on February 26, 2004, and by the Senate on February 27, 2004.

Almost immediately following approval of the 2004 Appropriations Bill, the 2005 Appropriations process began. Senator Diane Feinstein, a member of the Senate Appropriations Committee, requested submittal of SANDAG’s funding requests in sufficient time to meet a March 1 deadline. Congressman Randy “Duke” Cunningham, a member of the House Appropriations Committee has also requested submittal of SANDAG’s funding requests, which are due March 15. Based on the Board approval of the project funding requests on January 23, staff prepared and submitted the Senate forms well in advance of the deadline and is currently preparing the House forms.

Board members from SANDAG, the Metropolitan Transit System (MTS), and the North County Transit District (NCTD) will be going to Washington, D.C., the second week in March for the American Public Transportation Association’s (APTA’s) Legislative Conference and the American Metropolitan Planning Organization’s (AMPO’s) Policy Conference. During the time in Washington, D.C., Board members from the three agencies will meet with the San Diego Congressional Delegation to discuss the region’s transportation funding requests.
Lease/Leaseback

Since 1981, transit agencies have generated revenue through a financing tool known as Lease/Leaseback or Sale/Leaseback. Basically, the transit agency leases or sells rolling stock, usually rail vehicles, to a private entity who then leases the vehicles back to the transit property. The private firm realizes the tax benefit and, through a negotiated agreement, pays the transit property a sum of money. There is pending legislation, S. 1637 (Grassley), which would eliminate the ability to continue this type of transaction. The US Treasury Department has requested that the Federal Transit Administration (FTA) discontinue approval of any cross-border leases until further notice. Public transit agencies have received net benefits of approximately $1 billion from tax-advantaged lease transactions. San Diego has received over $20 million in leaseback revenues for buses, trolley, and commuter rail vehicles.

State

Budget

The State legislators reconvened on January 6, 2004. As you are all aware, the Governor’s budget was released on January 9, 2004, and as expected, the effects on transportation were monumental. Immediately following its release, staff performed an analysis and prepared a briefing paper (Attachment 2) for use with the Congressional Delegation. Over the last couple of weeks, hearings have been held throughout the state, including one at SANDAG, to address the effects of the proposed cuts on transportation projects.

The Legislative Analyst’s Office (LAO) submitted its analysis of the 2004-05 budget bill and made the following recommendations intended to stabilize transportation funding:

“(1) specifically, ask the voters to repeal Proposition 42, and (2) increase the gas tax to provide the same amount of revenue as would be generated under Proposition 42. We also recommend that the gas tax be indexed to prevent future erosion of transportation funding relative to travel demand.”

In mid-May an update of General Fund revenues, expenditures, and reserve estimates based on the latest economic forecast will be released.

Fiscal Reform

There are currently a number of efforts related to State fiscal reform, described below:

- Local Government Funds and Revenues. State Mandates, Initiative Constitutional Amendment

The ballot measure, sponsored by the League of California Cities, the California State Association of Counties, and the California Special Districts Association, would require voter approval for any legislation proposed to reduce levels of local governments’ vehicle license fee revenues, sales tax powers and revenues, and proportionate share of local property tax revenues, based on January 1, 2003, levels. This measure, slated for the November 2, 2004
ballot, is intended as a first step to stabilize the current revenue pattern with the intent to come back at a future time with a structural reform proposal.

- **Local Government Revenue Balancing Act, SB 1212 (Ducheny)**

This bill differs from the one sponsored by the League of California Cities, the California State Association of Counties, and the California Special Districts Association as it proposes a structural reform to begin in FY 2005-06. The measure changes the various provisions that currently exist which allocate revenues to various governmental entities, including counties and cities. The proposal eliminates the current forms of allocation and replaces them with a requirement that each county and city receive a base amount determined by FY 2003-04, with a share of the growth in the regionwide tax base beginning in FY 2006-07. The payments would come from a combination of General Fund revenues and a portion of the ad valorem property tax revenues collected in a county that would otherwise be allocated among school entities in that county.

- **California Home Rule Amendment**

This is another proposal that would significantly change how cities and counties receive revenues. There are a variety of sections to this proposal:

- Cities and counties would trade Vehicle License Fees (VLF) revenues with K-14 property tax revenues. The amount of the trade would be based on the revenues otherwise received by cities and counties in FY 2004-05 from the VLF, with the VLF calculated at the two percent rate.

- The “triple flip” would become permanent, with modifications. Under existing law, the “triple flip” reduces the authority of cities and counties to levy the one percent Bradley-Burns tax by ½ percent, establishes a state wide ½ percent sales tax to fund fiscal recovery bonds, and “backfills” cities and counties with increased property taxes equal to what they would have received from a ½ percent sales tax. After the fiscal recovery bonds are paid, the “triple flip” is ended: cities and counties once again receive a full one percent sales tax and no longer receive any property tax backfill.

  Under this measure cities and counties would receive increased property taxes (the “backfill”) based on their estimated sales tax revenues in 2004-2005 and in subsequent years the backfill amount would be added to the base of city and county property taxes. Under this measure, city and county authority to levy the ½ cent sales tax, temporarily suspended under the “triple flip” would be permanently eliminated. After the fiscal recovery bonds are repaid, the ½ cent sales tax used to finance them is replaced with a ½ cent tax dedicated to education.

- Local revenues would be protected from state raids. This proposal would prohibit the state from reducing, suspending, or delaying the receipt of any local taxes levied by local governments, including property taxes, payments required under the Triple Flip, sales taxes, utility user taxes, and transient occupancy taxes.
The proposal includes the expansion of “state mandate” protections in the constitution.

The proposal protects the cash flow of local governments.

The proposal includes minor technical amendments to Proposition 98 to protect education funding.

Significant Schedule Dates

January 31  Last day for each house to pass bills introduced in 2003
February 20  Last day for bills to be introduced
April 1  Spring Recess
April 12  Legislature reconvenes
May 28  Last day for bills to be passed out of house of origin
June 15  Budget must be passed
June 25  Last day for a legislative measure to qualify for the general election
July 2  Summer Recess begins at the end of this day’s session if the Budget Bill has been enacted

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Ellen Roundtree (619) 699-6960, ero@sandag.org
## STATUS OF LEGISLATIVE GOALS FOR CY 2004

**Legend:**
- T: Transportation
- R: Regional Planning
- P: Public Safety
- B: Borders

<table>
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<th>General Description of Goal</th>
<th>Priority</th>
<th>Board Position</th>
<th>Position Date</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>STATUS</th>
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<tbody>
<tr>
<td>Reauthorization of ( \frac{1}{2} ) percent sales tax (TransNet) for 30 years, which is estimated to bring over $9.5 billion (2002 dollars) to San Diego.</td>
<td>1</td>
<td>Highest Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Planned for the November 2004 Ballot.</td>
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<tr>
<td>Lower the current two-thirds voter requirement for special purpose taxes (i.e. transportation) to a simple majority vote.</td>
<td>2</td>
<td>Highest Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>A myriad of bills were introduced last year: ACA 7 (Dutra) Inactive File; ACA 9 (Levine) Inactive File; ACA 14 (Steinberg) Inactive File; SCA 7 (Murray; SCA 11 (Alarcon)</td>
</tr>
<tr>
<td>Reauthorization of a six-year transportation bill, including increased levels of funding for highway and transit programs, railroad and highway safety, goods movement, and other programs such as the New Starts and Small Starts Program, Intelligent Technology Systems (ITS), Borders, Bus, and Bus Related (including the eligibility of Bus Rapid Transit). Support for inclusion of Board-adopted principles including increased flexibility, environmental streamlining, change to the requirement for Regional Transportation Plans from 3 years to 5 years, and requests for earmarks for projects as included in the list of priority projects.</td>
<td>3</td>
<td>Highest Support/Sponsor</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>The current extension of TEA-21 expires on 2/29/04. The Administration's Bill, SAFETEA, includes $246 billion for highway and transit; the Senate Environmental and Public Works Committee supports $255 billion (S. 1072) for highways; the bill does not address how to pay for the program nor does it address transit. Transit is the responsibility of the Senate Banking, Housing, and Urban Affairs Committee, and funding the bill is the responsibility of the Senate Finance Committee. The House Transportation and Infrastructure Committee introduced a six-year $375 billion bill (H.R. 3550) for highways ($306 billion) and transit ($69 billion); this bill does not address how to pay for the program and does not yet include guaranteed funding or firewalls. Two-month extension (H.R. 3850) thru April 30, 2004; options under discussion include a two-year reauthorization bill.</td>
</tr>
<tr>
<td>General Description of Goal</td>
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<tr>
<td>FY 2005 Appropriation requests as included in the project funding request list.</td>
<td>4</td>
<td>Highest Sponsor</td>
<td>2003</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>FY 2004 Transportation Appropriations Bill rolled into an Omnibus Bill (H.R. 2673) was passed by the House on 12/08/03; the Senate will take it up when it reconvenes on 1/20/04; includes $33.8 billion for highways (up $6.1 billion from 2003); $7.309 billion for transit (up $130 million from 2003) and $1.225 billion for Amtrak; an FY 2004 Consolidated Appropriations Bill was signed into law (108-199) on January 23, 2004. The FY 2005 Appropriations process began in February.</td>
</tr>
<tr>
<td>Legislation rewarding jurisdictions producing more housing, especially affordable housing (e.g., housing trust funds and other smart growth housing-related programs).</td>
<td>5</td>
<td>Highest Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Legislation assisting in the implementation of the Regional Comprehensive Plan, especially through funding incentives for smart growth (including, but not necessarily limited to, mixed-use projects, transit-oriented developments, and/or walkable communities).</td>
<td>6</td>
<td>Highest Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Fiscal reform initiatives enabling regions to develop their own fiscal strategies and oppose unfunded mandates on local government.</td>
<td>7</td>
<td>Highest Support</td>
<td>2002</td>
<td>X</td>
<td></td>
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</table>
## STATUS OF LEGISLATIVE GOALS FOR CY 2004

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<tbody>
<tr>
<td>Efforts to backfill the loss of Vehicle License Fees (VLF) to cities and counties.</td>
<td>8</td>
<td>Highest</td>
<td>Support</td>
<td></td>
<td>T</td>
<td>R</td>
<td>P</td>
<td>B</td>
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<tr>
<td>Efforts that would reduce transportation funding and challenges existing regional decision-making authority.</td>
<td>9</td>
<td>Higher</td>
<td>Oppose</td>
<td></td>
<td>T</td>
<td>R</td>
<td>P</td>
<td>B</td>
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<tr>
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<tr>
<td>Efforts assisting in the implementation of key environmental efforts including habitat</td>
<td>10</td>
<td>Higher</td>
<td>Support</td>
<td>2002</td>
<td></td>
<td></td>
<td>X</td>
<td>SB 2105, introduced by US Senator Lautenberg in February 2004, restores</td>
</tr>
<tr>
<td>conservation, planning beach restoration and replenishment, and water quality issues.</td>
<td></td>
<td></td>
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<td>and maintains the shores, beaches, and other coastal resources of the</td>
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<td>United States and maintains funding levels to carry out beach and</td>
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<td></td>
<td></td>
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<td>shore protection projects.</td>
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<tr>
<td>Mechanisms and funding to provide for the implementation of Mobility 2030 including</td>
<td>11</td>
<td>High</td>
<td>Support</td>
<td>2002/2003</td>
<td></td>
<td></td>
<td>X</td>
<td>AB 1279 (Horton) Inactive File, addressing the High-Occupancy-Vehicle</td>
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<tr>
<td>Congestion Pricing Program, Managed Lanes, High-Occupancy-Toll (HOT) Lanes, and the</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>(HOV) lane concept was introduced last year. Discussions with Senator</td>
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<tr>
<td>alleviation of current constraints on transponder technology; and other mechanisms that</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>Dede Alpert to assist with this legislation have begun; also Assembly-</td>
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<tr>
<td>provide for more efficient use of highways and local roads.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>member John Dutra, serving Northern California, is interested in a</td>
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<td>pilot program similar to the Interstate 15 (I-15) FasTrak program in</td>
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<td></td>
<td>San Diego. SANDAG has been working with Santa Clara and Alameda</td>
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<td>Counties on a joint bill related to the HOV concept. Assemblymember</td>
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<td></td>
<td>Christine Kehoe has also introduced a spot bill on SANDAG’s behalf.</td>
</tr>
<tr>
<td>Extending the housing element self-certification pilot program; participating in</td>
<td>12</td>
<td>High</td>
<td>Sponsor/Support</td>
<td>2002</td>
<td></td>
<td></td>
<td>X</td>
<td>SB 492 was introduced last year by Senator Ducheny; a statewide</td>
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<tr>
<td>activities related to legislative and administrative reform of the state housing element</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>approach is currently under consideration. This passed out of the</td>
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<td>law.</td>
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<td>Senate Special Consent Calendar on January 28, 2004 and sent to the</td>
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<td></td>
<td>Assembly on January 29, 2004; currently held at desk.</td>
</tr>
</tbody>
</table>
### STATUS OF LEGISLATIVE GOALS FOR CY 2004

#### Legend:
- T: Transportation
- R: Regional Planning
- P: Public Safety
- B: Borders

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<tr>
<td>Transit boards’ legislative program consistent with SANDAG policy.</td>
<td>13</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
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<tr>
<td>The transit boards’ programs were included in the December Board agendas. Project-specific goals will be presented to the Transportation Committee. A joint Federal Transportation Agenda was developed based on the transit boards’ programs.</td>
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<tr>
<td>In accordance with the Border Committee and COBRO recommendations, enhancing of border security and reducing wait times; pursuit of funding and legislation supporting interregional partnerships and bi-national trade and border projects.</td>
<td>14</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>The pending FY 2004 Appropriations bill includes $3 million for State Route (SR) 905. The final FY 2004 Consolidated Appropriations bill included the $3 million for SR 905.</td>
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<tr>
<td>Seek funds to implement the Regional Energy Strategy (RES); respond to legislation related to energy consistent with RES principles.</td>
<td>15</td>
<td>Higher</td>
<td>Support/Sponsor</td>
<td>2002</td>
<td>X</td>
<td></td>
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<tr>
<td>On October 20, 2003, the Local Taxpayers and Public Safety Protection Act was filed with the Attorney General’s office. On February 4, 2004, the California Attorney General filed the Proposed Measure, “LOCAL GOVERNMENT FUNDS AND REVENUES. STATE MANDATES. INITIATIVE CONSTITUTIONAL AMENDMENT, FILE NO. SA2003RF0067.”</td>
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<tr>
<td>Local Government Ballot Initiative, a constitutional amendment sponsored by the California League of California Cities, the California State Association of Counties, and the California Special Districts Association, that would allow voters to decide whether state government may appropriate local tax funds to fund state government operations and responsibilities.</td>
<td>16</td>
<td>High</td>
<td>Support</td>
<td>2003</td>
<td></td>
<td></td>
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<tr>
<td>In FY 04, by formula, the COASTER commuter rail received $800,000 for security improvements on the railroad. In February 2004, SANDAG, the City of San Diego, the Otay Mesa Chamber of Commerce, the San Diego Regional Economic Development Corporation, the San Diego Regional Chamber of Commerce, MTS, and NCTD jointly visited our San Diego Congressional</td>
<td></td>
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## STATUS OF LEGISLATIVE GOALS FOR CY 2004

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<tr>
<td>Delegation in Washington, D.C., to talk about the need for funding in this area. Also, in February, SANDAG Board members, during their National Association of Regional Councils (NARC) Conference held in Washington, D.C., visited the delegation on the subject of Public Safety and Homeland Security.</td>
<td>10</td>
<td></td>
<td></td>
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</table>
| Generation of new revenue sources and maximizing flexibility in the use of federal and state dollars, and increase regional decision-making authority. | 18 | Lower | Support | 2003 | X | X | | Examples of potential new revenue sources:
- November 2003 – Federal bill introduced (HR 3611); Metropolitan Congestion Relief Act to be funded at $2 billion annually for six years each fiscal year (FY 2004-09).
- Federal bill introduced May 2003 (HR 2220) related to NAFTA would authorize $200 million for corridors that connect borders between the U.S. and Mexico and the U.S. and Canada each fiscal year (FY 2004-09). |
| Legislation resulting in cost efficiencies and savings. | 19 | Lower | Monitor and Support | 2003 | X | X | X | X |
| Legislation related to personnel matters, i.e., Workers Compensation, Public Employees Retirement System (PERS), benefits. | 20 | Lower | Monitor and Respond | 2003 | | | | There was a myriad of bills related to Worker’s Compensation Introduced in the extraordinary session. |
| Legislation affecting solid waste, water supply, and storm water; support funding opportunities to assist in these areas. | 21 | Lower | Monitor and Respond | 2003 | X | X | | FY 04 Appropriations: $750,000 for San Diego Water Authority; water desalination program, $800,000 for the Olivenhain Municipal Water District. |
**STATUS OF LEGISLATIVE GOALS FOR CY 2004**

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<tr>
<td>Other organizations’ legislative programs where consistent with SANDAG policy, i.e., CALCOG (California Association of Councils of Governments) APTA (American Public Transportation Association), AMPO (Association of Metropolitan Planning Organization), NARC (National Association of Regional Councils), CTA (California Transit Association).</td>
<td>22</td>
<td>Lower Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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These organizations are closely monitoring federal legislation reauthorizing transportation programs as well as potential repercussions related to the state’s budget problems. Staff continues to participate in these discussions.
GOVERNOR’S FISCAL 2005 BUDGET PROPOSAL
KEY POINTS ON TRANSPORTATION
IMPACTS ON THE SAN DIEGO REGION

January 9, 2004

The Governor’s budget proposal for transportation is broken into separate elements, with separate effects. Enclosed below is a SANDAG review of the Governor’s proposal and its impact to the San Diego Region.

➢ The worst case scenario involves the proposal to repeal the statutory designation of Traffic Congestion Relief Program projects. The TCRP program included $483 million for 20 projects in San Diego. To date, $113 million has been expended leaving $370 million at risk for these projects. According to the Governor’s budget summary, it is anticipated that funding will be sought through the State Transportation Improvement Program or other funding sources for those TCRP projects that are determined to be the highest State or local priority.

➢ The following two actions total $215 million ($172m and $43m ) in funding that had been expected and needed for San Diego projects through FY 2005. Detail is attached.

   o The Administration proposes to suspend Proposition 42 for the fiscal year 2004/2005. This action will reduce General Fund expenditures by $1.1 billion. This is not proposed to be a loan as in previous years; this translates to $172 million of TCRP funds that have been programmed for projects in San Diego in the fiscal years 2003/2004 and 2004/2005 that would not be available if this occurs.

   o The Administration’s mid-year correction, previously proposed, would eliminate the $189 million included in the Fiscal ‘04 budget for TCRP projects; the financial impact for projects in San Diego is approximately $43.3 million; the key projects are I-805 merge, SR 56, SR 905, and East Village Transit Station Improvement. This does not include TCRP projects that have not received allocations.
The California Transportation Commission (CTC) will be conducting an evaluation, to begin immediately, of the TCRP projects based on the following criteria for potential future state funding:

- Federal matching funds;
- Current Status (under construction/procurement);
- Economic opportunities;
- Economic linkage between housing and transportation; and
- Increasing thru-put, at the same time decreasing congestion.

The intent is to encourage out-of-the-box financial thinking and leveraging federal discretionary funds.

The Administration’s number one priority is to work on federal reauthorization of TEA-21, including the replacement of funds, known as the ethanol fix, lost to the highway trust fund due to ethanol’s tax exemption. The intent would be to replace the lost tax revenue from the general fund. Without this fix, California could potentially lose $600,000 million annually.

CTC has established a 15% cap, which approximates $350 million for annual GARVEE Debt Service. Statewide, $ 90 million has been committed through January 2004, leaving a remaining capacity of $260 million.

The Administration proposes to repeal the Safe, Reliable High-Speed Train Bond Act for the 21st Century, which provides for an upcoming voter issue for $9.95 billion.

The Governor plans to work with transportation stakeholders to identify solutions. He will be open to thinking regarding local tax measures but does not want to negatively impact the State’s attractiveness for new business.
APPOINTMENTS TO SAN DIEGO REGIONAL
ENERGY OFFICE BOARD OF DIRECTORS

Introduction

The San Diego Regional Energy Office (SDREO) was created by SANDAG, San Diego State University (SDSU) Foundation, and San Diego Gas and Electric (SDG&E) (jointly known as the “Founding Organizations”) in 1996 to coordinate and provide technical assistance in the implementation of SANDAG’s Regional Energy Plan. The SANDAG Board of Directors adopted the update to the plan, the Regional Energy Strategy, in July, 2003. The Energy Office is an independent nonprofit organization.

It is the Chair’s

RECOMMENDATION

that the Executive Committee, subject to concurrence by the SANDAG Board of Directors re-appoint Councilmember Dick Ramos of El Cajon and former Councilmember John Moot of Chula Vista to the Board of Directors of the San Diego Regional Energy Office.

Discussion

As a result of restructuring of the San Diego Regional Energy Office in 2001, the SDREO’s Founding Organizations each may appoint two members to the Energy Office Board of Directors. The remaining three positions are appointed by the Energy Office Board (two positions) and the Regional Energy Policy Advisory Council (one appointee). SANDAG’s current appointee’s terms expired in December 2003.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Rob Rundle, (619) 699-6949; e-mail: rru@sandag.org

No Budget Impact
DRAFT 2005 OVERALL WORK PROGRAM (OWP)

Introduction

Each year, SANDAG prepares the Overall Work Program (OWP) in accordance with FTA and FHWA requirements. The OWP describes the work elements that will be accomplished by SANDAG during the coming year (FY 2005). Work elements include planning, coordination, evaluation, monitoring, consensus building, and research efforts. These activities are determined by the priorities, mandates, and agency designations established at SANDAG, and then balanced against available local, state, and federal funding. The Executive Committee reviewed a draft list of the proposed FY 2005 work elements at the meeting on February 13, including a statement of objectives for each job. Each Department Director presented highlights and priorities for the coming year. The current draft (Attachment 2) contains detailed descriptions of each work element, the specific tasks and products proposed for FY 2005, as well as cost and funding estimates. Other chapters and appendices provide additional background, SANDAG mandates and responsibilities, changed conditions and other information to meet certification and assurance requirements of the FTA and FHWA.

Upon approval for distribution, the Draft FY 2005 OWP will be sent to federal, state, member agencies, and other interested parties for review and comment. It is important that the draft document be released as soon as possible to give these agencies adequate time to review it and provide comments. The draft document will also be reviewed by the Board at the March 26 meeting, and any revisions will also be provided for review and comment. The comment period will end in early April, at which time the Executive Committee will review the comments and recommend appropriate revisions to the final OWP. The final FY 2005 OWP is scheduled for Board approval at its regular May meeting. The OWP will be used in the preparation of the SANDAG Program Budget, which also includes the Administrative Budget, as well as the recently absorbed regional Capital Program Budget. The SANDAG Program Budget is scheduled for review in May and approval in June.

It is

RECOMMENDED

that the Executive Committee approve the release of the Draft FY 2005 Overall Work Program to federal, state, member agencies, and other interested parties for review and comment, contingent upon the concurrence of the Board of Directors at its March 26, 2004 meeting.
Discussion

The Draft FY 2005 OWP reflects SANDAG’s first full year of planning, coordinating, and monitoring efforts as a consolidated agency. The FY 2004 OWP included a partial year of consolidation. While further specific definition of roles and responsibilities remain to be determined, the Draft FY 2005 OWP provides a comprehensive guide to regional planning efforts in a single document. The program also includes the incorporation of the Automated Regional Justice Information System (ARJIS) into the SANDAG structure.

Not unlike many of our member agencies, we are facing a challenge this year on the revenue side of the equation. The primary sources of revenue to fund the annual work program include federal funds we receive as the metropolitan planning organization, Federal Transit Administration formula funds, Transportation Development Act (TDA) and TransNet administrative funds, member assessments and various other discretionary state and federal grants. Also included in the revenues are funds received from the Metropolitan Transit System (MTS) and North County Transit District (NCTD) to cover the administrative costs of transferred functions, and funds previously programmed by MTS for the planning and development activities that SANDAG is now responsible for. We have assumed that member assessments will again be held constant at the FY 2003 level.

A new section has been added to the OWP this year to identify additional efforts that will only be undertaken should additional discretionary grant applications be approved. Included in this section is the Regional Energy Program, which received a small amount of outside funding in FY 2004 and work is still underway to secure funding for FY 2005.

Although SANDAG has assumed additional responsibilities, we are faced with doing more with less revenue. The Draft FY 2005 program is projecting approximately $4 million (10 percent) less in revenue than FY 2004 (primarily discretionary grant revenue). In addition, the FY 2004 OWP included some carryovers of local funding, which are not available in FY 2005.

The Draft FY 2005 program concentrates on the areas of emphasis provided by the Board, as well as the funding agencies (FTA and FHWA). SANDAG’s priority areas include regional planning efforts resulting from consolidation, implementation of the Regional Comprehensive Plan, advancing the Regional Transportation Plan and Regional Transit Vision, and direct support of TransNet Extension efforts, including implementation of key TransNet Projects. Areas of emphasis indicated by the FTA and FHWA guidelines include safety and security of transportation systems, the integration of planning and environmental processes, more aggressive management of transportation systems and operations, and enhancing the technological capacity of planning methods. Using these priorities and areas of emphasis as guidelines, ratings were assigned to each project, as follows:

1. Clearly mandated projects
2. Projects with dedicated funding
3. Mission Critical - clearly needed to achieve one or more top priorities in FY 2005
4. Important/Less urgent - not mission or time critical, but include important support products

The rated list (by major work category) is shown in Attachment 1, which also identifies each project as either Existing or New, and Ongoing or One-Time effort. These ratings were considered in balancing the FY 2005 program. Initial project requests far exceeded the available revenue. Management spent a significant amount of time critically reviewing the work program to
determine the most efficient and effective way to use our resources. In situations where we have the expertise in-house, we will be performing tasks ourselves instead of hiring consultants. While this can be a more cost effective approach, it does constrain the amount of work that can be accomplished. Although we have been forced to delay or stretch out some work efforts and downsize others, we believe the Draft FY 2005 OWP reflects the Board’s priorities and areas of emphasis.

As mentioned earlier, in FY 2004 we are using some prior year carryovers of revenue which is what helped balance the FY 2004 program. SANDAG does not currently maintain any type of contingency reserve. Most cities maintain a reserve equal to three to five percent of their general fund. The Board should consider establishing a reserve for a number of reasons. A reserve could be used to smooth out the revenue stream in fiscally uncertain times, to take advantage of unforeseen economic occurrences which could negatively impact the budget. The Draft FY 2005 OWP reflects a small (less than $500,000) reserve.

With the Executive Committee’s approval, the Draft FY 2005 OWP will be distributed for public review and comment, contingent upon the concurrence of the Board at its March 26 meeting.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contacts: Renee Wasmund, (619) 699-1940, rwa@sandag.org
Tim Watson, (619) 699-1966, twa@sandag.org

No Budget Impact
## 1 - IMPLEMENTATION

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1. IMPLEMENTATION

11091 PROJECT DEVELOPMENT AND OVERSIGHT. This job will provide ongoing coordination and liaison activities with sponsors of projects funded in the State Transportation Improvement Program - Regional Improvement Program (STIP-RIP); federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) programs; the TransNet Program; and other federal, state, and local programs. This job will include ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. General oversight will be exercised to ensure that the projects stay on schedule, keep within scope and budget, and meet all relevant federal, state, and local requirements regarding the timely use of funds. Emphasis in FY 2005 will continue to include review of environmental documents, monitoring of design and construction activities, administration of consultant contracts, and tracking of project expenditures and schedules to help ensure timely delivery of projects.

11092 I-15 MANAGED LANES IMPLEMENTATION STUDY. The objective of this job is to design the electronic toll collection (ETC) and violation enforcement (VES) systems for the future I-15 Managed Lanes facility between SR 163 and SR 78. This study will build upon the recommendations from the I-15 Managed Lanes Value Pricing Study, completed in FY 2003, which evaluated the feasibility of allowing single-occupant vehicles to use the excess capacity of the Managed Lanes (pending FHWA grant approval). In FY 2005, emphasis will be on procuring the consultant services and initiating the preliminary engineering and environmental studies.

11093 REGIONAL ARTERIAL MANAGEMENT SYSTEM. The objective of this work element is to upgrade the existing traffic signal optimization software used by local jurisdictions and Caltrans. This upgrade will facilitate inter-jurisdictional timing plans for the optimization of traffic signals. These efforts will be coordinated with the San Diego Regional Traffic Engineer’s Council and Caltrans. During FY 2005, emphasis will be placed on developing and deploying the software.

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
REGIONAL TRANSIT MANAGEMENT SYSTEM. The objective of this job is to assist local agencies in implementing the Regional Transit Management System (RTrMS) for the transit operators and the Automated Vehicle Location (AVL) projects for the California Highway Patrol Freeway Service Patrol (FSP) and Caltrans Traffic Management Team (TMT). During FY 2005, emphasis will be on monitoring the demonstration phase of this project, implemented in FY 2004, and integrating it into the full system RTrMS installation effort for all transit operators and integrating the AVL projects into ongoing Caltrans operations and regional freeway management systems.

REGIONAL ADVANCED TRAVELER INFORMATION SYSTEM. The objective of this job is to implement an advanced traveler information system/511 (ATIS/511) for the region. During FY 2005, emphasis will be on: (1) implementation of a federal ATIS/511 infrastructure project which will install web-based and telephone-based travel information services for freeway travel for the next ten years as part of a nationwide ATIS network, and (2) selection of an ATIS/511 dissemination partner that would provide delivery of real-time travel information for freeways, regional arterials, transit, and commercial vehicles using various media sources (e.g., television, radio, telephone, cell phone, Internet, and wireless Internet). The initial emphasis will be to provide information for commuters, special events, and to support commercial vehicle operations throughout the region and Southern California.

TransNet/FINANCIAL MANAGEMENT. The objective of this job is to manage and administer the local sales tax funds in order to efficiently implement the TransNet Ordinance and Expenditure Plan. Activities include revenue forecasting, cash flow analysis and financial planning, bonding evaluation, fund investments, disbursements, program and fiscal accounting, auditing, reporting, and legal services. Emphasis in FY 2005 will be on the ongoing implementation of the work program to develop a TransNet extension ballot measure for November 2004. Depending on the results of the election, efforts for the balance of the year will focus on implementation of the new measure or on the development of a new proposal for 2006.

TransNet PUBLIC INFORMATION PROGRAM. The objective of the TransNet Public Information element is to provide an accurate, timely, accessible, and consistent flow of easily-understood information on the progress of the existing local transportation sales tax program. The element is designed to heighten awareness among audiences and stakeholders about how their existing 1/2 percent transportation sales tax dollars are being spent to improve this region’s highway, transit, local roads, and bicycle and pedestrian facilities. During the first half of fiscal year 2005, the work in this element is used to provide public information and education about the November 2004 ballot measure to ask

11094 11095 11102 11103

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
voters to extend the 1/2 percent local transportation sales tax beyond its sunset of 2008.

2. TECHNICAL SERVICES

20001 INFORMATION SYSTEMS MANAGEMENT. The objective of this work element is to provide computer hardware, software, network, Internet, and information system support for the Overall Work Program and administrative functions. As technologies evolve, systems are upgraded or replaced where changes save time, save money, and increase productivity. This work element also ensures strong network security and optimizes the delivery and accessibility of information to member agencies, partners, the public, and SANDAG staff. Emphasis in FY 2005 is to (1) upgrade SANDAG’s Office applications suite and collaborative communications system to version 2003; and (2) integrate wireless technologies such as Personal Digital Assistants into SANDAG business practices.

20002 PC, INTERNET, AND DATABASE APPLICATIONS. The objectives of this work element are to improve work products and productivity through the application of database and programming technologies, and to increase the accessibility of the Regional Information System by developing, enhancing, and documenting custom software and database solutions for Overall Work Program and administration functions. Emphasis in FY 2005 is to: (1) provide direct technical support to the SDCommute Web site, the MTS and SANDAG intranets and the SANDAG Web site; (2) develop enhancements to our interactive mapping applications that support more frequent data updates; and (3) improve programming support, quality control, and configuration management standards for desktop, internet, and intranet applications.

20003 TRANSPORTATION MODEL APPLICATION AND DEVELOPMENT. The objectives of this job are to: (1) improve SANDAG’s transportation modeling procedures and maintain up-to-date documentation; (2) produce travel demand forecasts for the Regional Transportation Plan (RTP) and other planning and implementation studies; and (3) disseminate and analyze travel demand information. This work element also supports circulation element evaluations conducted through the Local Technical Assistance (LTA) and SourcePoint programs, and transit route evaluations conducted through the Assistance to Transit Operations and Planning (ATOP) program. Emphasis in FY 2005 is to: (1) provide transportation model analysis for development of the draft 2006 RTP; (2) complete the implementation of an upgraded mode choice model; (3) conduct a peer review of SANDAG’s modeling process to obtain direction for future model enhancements; (4) improve the coordination of transportation modeling activities in the region; and (5) upgrade SANDAG’s traffic simulation capabilities.

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OUTREACH AND PRODUCT COORDINATION. The objective of this work element is to develop data products and services that effectively satisfy the needs of internal and external clients, increase efficiencies in data analysis and dissemination, and support effective decision-making. The functions and responsibilities of the Regional Census Data Center (RCDC) program are included in this element. Through the RCDC, we increase the accuracy, availability, and use of census data by coordinating with the Census Bureau, the State Census Data Center network, and local agencies in all aspects of census planning and data analysis. Emphasis in FY 2005 is to: (1) ensure an integrated and comprehensive approach to designing, preparing, and publishing data products, resulting in greater accuracy and consistency across all delivery methods (print, electronic, Web-based); and (2) develop and market products from the Census Transportation Planning Package.

DEVELOPMENT MONITORING AND FORECASTING. The objectives of the work element are to produce, analyze, and disseminate annual demographic and economic estimates, and the Regional Growth Forecast; to develop, refine, and document procedures and standards for our estimation and forecasting models; and to help member agencies, partners, and the public understand and effectively use this information. These activities directly support many work program elements, including the Regional Transportation and Comprehensive Plans, Local Technical Assistance (LTA), and SourcePoint programs. Emphasis in FY 2005 is to: Improve the procedures for updating general and community plan information used in our forecasts, and (2) enhance our estimation and forecasting modeling capabilities.

GEOGRAPHIC INFORMATION SYSTEMS SERVICES. The objectives of this work element are to create, update, and disseminate geographic information system (GIS) databases, imagery, and applications. SANDAG work programs that benefit from GIS services include the Regional Transportation and Comprehensive Plans, Regional Growth Forecast, Local Technical Assistance (LTA) and SourcePoint programs, binational and interregional planning, and habitat conservation planning and monitoring. Emphasis in FY 2005 is to: (1) improve GIS data integration with the estimation, forecasting, and transportation models; (2) streamline GIS data maintenance by implementing the ArcGIS geodatabase model; (3) enhance the coordination of GIS activities between federal, state, and local agencies; (4) expand the user base of the habitat tracking tool (HabiTrak); and (5) prepare educational and outreach materials on the value of coordinated multi-agency imagery acquisition partnerships.

ASSISTANCE TO TRANSIT OPERATIONS AND PLANNING. The objective of the ATOP Program is to provide transit planning, marketing and operations staff, and management information and technical services necessary to make informed decisions regarding the development of new transit services and the evaluation and

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
monitoring of the current system and service area. Data are provided as part of ongoing monitoring efforts or in response to requests for technical assistance. A key component of this work element is the development of software tools that improve access to and enable more effective use of integrated information systems. Emphasis in FY 2005 is to: (1) implement changes to further integrate the ATOP Program into related projects of the consolidated agency; and (2) increase the use by transit staff and management of the recently enhanced Integrated Transit Information System and other technical resources.

20009 REGIONAL TRANSPORTATION INFORMATION SYSTEM. The objectives of this job are to build and maintain transportation databases for the development and validation of our regional transportation models, for monitoring the performance of the regional transportation system, and for supporting operational decisions. Its primary, ongoing deliverables include an annual study of peak hour travel times along major commuting corridors, and annual collection of traffic count data from all 19 jurisdictions. We produce maps of the traffic data periodically and update the San Diego Traffic Generators Manual as new information becomes available. Emphasis in FY 2005 is to: (1) evaluate new strategies and technologies for conducting travel behavior surveys and improving the collection of commute time information; and (2) update the traffic flow maps.

20011 REGIONAL ECONOMIC AND MUNICIPAL FINANCE SERVICES. The purpose of this work element is twofold: first, regional economic services provides technical assistance and support to local jurisdictions, economic development organizations, and other agencies, helping them to address issues that impact the regional economy, including understanding the strengths and weaknesses of the local economy, and its relationship with state, national and international economic activity. This work program produces and updates the Regional Economic Prosperity Strategy, an element of the Regional Comprehensive Plan. The Strategy identifies the public policy actions and infrastructure investments necessary for the region’s residents to have an opportunity to achieve a rising standard of living. Second, municipal finance services provide technical assistance to local jurisdictions and other agencies on a broad range of issues that impact municipal budgets and financial conditions, including strategies to finance capital improvements and operations, financial issues related to growth, and fiscal reform and relief strategies related to the financial relationship between the state and local governments. This work element produced “Achieving Fiscal Reform in California,” a strategy to protect local government revenue from the state, as well as increase the supply of housing and the revenue local jurisdictions receive for accommodating the public facility and services needs of their population. Emphasis in FY 2005 is to begin to update the Prosperity Strategy (last update was 1998) and continue our efforts to reach consensus locally on state-local fiscal reform, as well as working with state legislators to sponsor a reform bill.

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
REGIONAL CRIMINAL JUSTICE RESEARCH AND CLEARINGHOUSE. The three objectives of this work element include: (1) supporting local criminal justice planning and policy making by providing analyses of crime and other public safety statistics; (2) maintaining current and historical information about crime and public safety strategies; and (3) serving as the infrastructure for developing research designs to evaluate the effectiveness of prevention and crime-reduction strategies. Emphasis in FY 2005 is to: (1) staff the newly formed Public Safety Committee (PSC); (2) collaborate with other SANDAG divisions in the incorporation of other regional data, such as census information, into criminal justice products; and (3) explore innovative ways to disseminate information in a cost-effective manner.

REFLECTIONS. The objective of this work element is to document the results of a day treatment center for youthful offenders administered by the San Diego County Probation Department. About 200 youth are served annually. The SANDAG evaluation tracks the characteristics of the youth and the impact of services on recidivism. Emphasis in FY 2005 is to continue the ongoing evaluation while providing more qualitative information to the program through case studies and additional analyses.

MENTALLY ILL CRIMINAL OFFENDERS. The objective of this work element is to conduct a process and impact evaluation of a local program coordinated by the San Diego County Sheriff’s and Probation Departments. The purpose of this program is to provide intensive case management services to mentally ill offenders who were detained in a local facility and are on probation with the goal of keeping them from cycling through the criminal justice system. SANDAG is completing a four-year long evaluation of this program, which involves comparing individuals who received services through this program to those who did not. Emphasis in FY 2005 is to complete the final evaluation report.

JUVENILE JUSTICE CRIME PREVENTION ACT. The objective of this work element is to provide the evaluation component required by the California Board of Corrections for five San Diego County Probation Department juvenile programs that are receiving this state funding. These programs range from prevention services to graduated sanctions for adjudicated offenders. This is the fourth year of this evaluation. Emphasis in FY 2005 is to continue the ongoing evaluation effort and provide a comprehensive annual report that documents these program evaluations.

YOUTH OF COLOR HIV/SAP PROJECT EVALUATION. The objective of this work element is to document the implementation of a minority youth outreach program in North County administered by Mental Health Systems, Inc. (MHS). As part of this program, outreach, education, and services are provided to youth to reduce risks associated with substance abuse and the transmission of HIV. SANDAG also is

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conducting interviews with program participants to document the success of the program in reaching their goals. Emphasis in FY 2005 is to complete the final evaluation report.

20023 ASSESSMENT OF A SYRINGE EXCHANGE PROGRAM. The objective of this work element is to assist Family Health Centers of San Diego (FHCSD) in their efforts to document the services provided as part of the City of San Diego Pilot Clean Syringe Exchange Program. Emphasis in FY 2005 is to assist FHCSD staff in the transition from conducting a formal evaluation to documenting their own program statistics.

20024 PATHWAYS TO TOLERANCE. The objective of this work element is to evaluate the ongoing efforts of the Pathways to Tolerance program. The goal of this program is to target youth who have been or are at risk of committing a racially biased crime and to change their attitudes and behaviors related to individuals who are different from themselves. SANDAG completed the original evaluation for this project in FY 2004 and the program has applied for continued funding. If this grant is received, SANDAG would continue the evaluation. Emphasis in FY 2005 is to redesign the evaluation methodology and continue the evaluation of the program.

20025 ASSESSMENT OF LITERACY PROGRAM FOR INCARCERATED YOUTH. The objective of this work element is to evaluate the effectiveness of a specialized literacy program targeted to young male offenders committed to local detention facilities. As part of this evaluation, SANDAG is measuring changes in reading scores, as well as in school grades and recidivism. Youth who participated in the program are compared to those who were randomly assigned to a comparison group. Emphasis in FY 2005 is to complete a final evaluation report.

20026 SUBSTANCE ABUSE MONITORING FOR YOUTH. The objective of this work element is to measure drug use and other behavior trends among at-risk juveniles. As part of this project, SANDAG interviews youth arrested and booked into San Diego County's Juvenile Hall on a quarterly basis about their alcohol and drug use history. Emphasis in FY 2005 is to conduct at least 350 interviews.

20031 PROGRAM GRAPHICS AND PRINTING SUPPORT. This element provides a full range of graphics and printing support services for the agency’s plans, programs, and projects. The services include all in-house graphics production of maps, business and display graphics, brochures, photography, Web-based products, and other printed as well as audio/visual materials. Graphics and related support services are essential to the quality, understanding, and readability of the agency’s reports, presentations, and public communications. Maps and artwork, together with appropriate layouts and graphic illustrations, help to explain technical and policy issues. In-house graphics and printing capabilities maximize product quality control and efficiency.

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Emphasis in FY 2005 will be to obtain work order agreements for large tasks, charging graphics support directly to the requesting job.

20033 PROJECT SAFE NEIGHBORHOODS OUTREACH. The objective of this work element is to assist the Project Safe Neighborhoods (PSN) Facilitation Committee in the development of an outreach message targeted at reducing youth gun violence. SANDAG is compiling information through interviews, focus groups, and analysis of regional statistics to create this message. Emphasis in FY 2005 is to evaluate the effectiveness of the initial outreach message and conduct additional outreach as needed.

20034 VDS. The objective of this work element is to provide the process and impact evaluation of a program operated at the San Diego and Los Angeles Mexican Consulates by Neighborhood Legal Services of Los Angeles County. The goal of this program, Ventanilla de Salud (VDS), is to provide education on pertinent health issues and healthcare benefits, enroll individuals in health benefit plans, provide linkages to community clinics, and offer healthcare advocacy. Emphasis in FY 2005 is to prepare a final report.

20035 FAMILY TIES. The objective of this work element is to evaluate a new San Diego County Sheriff’s Department program targeted at individuals returning to their communities from jail. As part of this program, targeted services will be provided to the adults while they are in custody, including domestic violence and parenting classes. SANDAG will document the implementation of the program and will measure its effectiveness by collecting data from program participants. Emphasis in FY 2005 is to produce the first annual research report.

20036 HEPATITIS OUTREACH EVALUATION. The objective of this work element is to document hepatitis outreach, education, and case management efforts by Family Health Centers of San Diego (FHCSD) targeted at men who have sex with men and intravenous drug users. SANDAG will conduct interviews and surveys, as well as analyze data collected by program staff. Emphasis in FY 2005 is to prepare the first annual evaluation report.

21000 PERFORMANCE MONITORING INFORMATION SYSTEM. The objectives of the PMIS Program are to develop a coordinated system for monitoring agency and program performance; establish a centralized database for maintaining, updating, and reporting performance information; and develop standards and protocols for data collection and documentation. A centralized monitoring system will ensure consistency in how performance data are maintained and analyzed. Emphasis in FY 2005 is to: (1) identify the requirements and standards of the monitoring system; (2) develop a beta version of the centralized database and begin testing; and (3) update monitoring indicators as needed to support the RCP.

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
22001 ARJIS: MAINTENANCE AND SUPPORT. The objective of this work element is to provide ongoing support and maintenance for the ARJISNET network and applications used by ARJIS agencies. Included is customer support for these initiatives via help desk services, troubleshooting, problem tracking and reporting, and minor system and program modifications. Emphasis in FY 2005 is to support: (1) the secure network known as ARJISNET, with nodes at 50 ARJIS agency sites; (2) the ARJIS legacy application that provides real-time law enforcement data to 10,000 law enforcement users; and (3) ARJIS Web-based applications such as Cal-Photo (statewide mugshots and DMV photos) and crime mapping.

22002 ARJIS: PROJECT MANAGEMENT AND ENHANCEMENTS. The objective of this work element is to enhance ARJIS systems according to priorities set by the Public Safety Committee (PSC) and Chief’s/Sheriff’s Management Committee (CSMC). This element also includes project management and executive oversight for the ARJIS program and staffing the PSC, CSMC, and other working groups that help guide ARJIS. Emphasis in FY 2005 is to: (1) develop a new Web-based mapping application; (2) develop a regional sex offender registry system; (3) create interfaces to facilitate distribution of ARJIS data; (4) add new data sources to Global Query; (5) prepare a strategy and plan for migrating ARJIS from the mainframe to new technologies; and (6) test and evaluate enhanced data mining and crime analysis tools.

22003 ARJIS: COPLINK. The objective of this work element is to implement a new multi-state crime analysis system and relational database warehouse. This project is in conjunction with the University of Arizona and supports the efforts of the Southwest border information sharing and analysis testbed. Emphasis for FY 2005 is to: (1) conduct customer and final acceptance testing of the system; (2) perform a comparative analysis of the COPLINK application to the existing and new crime analysis tools provided by NIJ; and (3) install connectivity to Tucson, Phoenix, and Pima County law enforcement agencies for information sharing.

22004 ARJIS: BORDER SAFE. The objective of this work element is to enable information sharing between federal and local law enforcement agencies in San Diego and Imperial Counties and Arizona. Emphasis in FY 2005 is to (1) implement a secure network between the participating agencies; (2) expand the COPLINK database to include other justice agencies and data sources; (3) provide hand-held PDAs to the Border Patrol and other justice agencies addressing criminal activity at the border; and (4) develop information sharing policies, MOUs, and other necessary agreements.

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
3. PLANNING

30001 LAND USE AND ENVIRONMENTAL PLANNING COORDINATION. The objective of this work element is to strengthen the relationship: (1) among the various land use and environmental and transportation plans and policies and (2) among the various local and regional plans. Emphasis in FY 2005 will be on: (1) integrating the planning associated with the Regional Comprehensive Plan (RCP) Implementation, especially the Strategic Initiatives, and other Land Use and Environmental Planning work with Borders Planning and Transportation Planning and with the other SANDAG Economic Services, Technical Services, and Mobility Management and Project Implementation work elements; and (2) implementing the Land Use and Environmental Strategic Initiatives as part of the RCP initiatives.

30002 REGIONAL COMPREHENSIVE PLAN IMPLEMENTATION. The objective of this work element is to coordinate the implementation of the Regional Comprehensive Plan (RCP) for the San Diego region. The Plan strengthens the integration of the local and regional plans for land use, transportation systems, infrastructure needs, and public investments within a regional smart growth framework. Emphasis in FY 2005 will be in three key areas: (1) RCP Implementation; (2) Public Involvement; and (3) Performance Monitoring. This work element will be coordinated with numerous other work elements within the Overall Work Program.

30004 REGIONAL TRANSPORTATION PLAN. The objective of this work element is to prepare the next update of the Regional Transportation Plan (RTP) for adoption by the SANDAG Board of Directors in early 2006. In FY 2005, the emphasis will be to conduct early public outreach/involvement activities; update financial forecasts; refine highway, transit, and regional arterial networks and aviation based upon recent evaluations and studies; and begin preparation of the environmental impact report (EIR) for the RTP. FY 2005 activities also will include integration of the RTP and Regional Comprehensive Plan Implementation (work element 30002). This work element is prepared in accordance with state and federal guidelines.

30005 HIGHWAY DEVELOPMENT PLAN. The objectives of this work element are to: (1) coordinate and refine highway development plans with federal, state, and local agencies, (2) integrate these plans with transit system and arterial network planning activities, (3) assess local freeway interchange and direct HOV/Managed Lane access ramp needs, and (4) assess how best to standardize the highway evaluation criteria with transit service and arterial project evaluation criteria. During FY 2005, emphasis will be placed on standardizing the highway evaluation criteria. In addition, emphasis will be placed on coordinating land use and highway plan scenarios for the 2006 update to the Regional Transportation Plan.

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
30006 TRANSIT PLANNING AND PROJECT DEVELOPMENT. The objective of this work element is to continue to provide the overall program administration for Transit First activities. Continuing work includes: ensuring consistency among the various Transit First projects and studies; refinement of the Transit First network in support of the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP); coordination with local jurisdictions on integration of transit alignments and stations with local and use and transportation plans; and coordination with transit operators on vehicle procurement, marketing, and intelligent transportation system (ITS) efforts. During FY 2005, emphasis will be on refining the regional transit network in support of the next update of the RTP (work element 30004) and RCP implementation (work element 30002). FY 2005 activities also include completion of a Green Car Shuttle Study.

This work element also includes continuation of a grant-funded collaborative project among San Diego State University (SDSU), the Metropolitan Transit System (MTS), and SANDAG to train interns in transit planning.

30007 ARTERIAL DEVELOPMENT PLAN. The objectives of this work element are to: (1) coordinate regional arterial issues with federal, state, and local agencies, (2) integrate these plans with transit system and highway network planning activities, (3) assess how best to standardize the arterial street evaluation criteria with highway and transit service project evaluation criteria, and (4) prioritize planned arterial widening and extension projects in coordination with the development of the Regional Comprehensive Plan, Regional Transportation Plan, and working groups like the Cities/County Transportation Advisory Committee. During FY 2005, emphasis will be placed on standardizing the arterial evaluation criteria.

30008 NONMOTORIZED TRANSPORTATION PLANNING AND PROJECT DEVELOPMENT. The objective of this work element is to support the agency's efforts to provide more transportation choices by developing the nonmotorized components of the Regional Transportation Plan (RTP), providing oversight for the regional bikeway development projects, and providing staff support to the Bicycle-Pedestrian Working Group. FY 2005 activities include development of a Regional Bikeway Plan that will better define the regional bikeway corridors established in the RTP and establish regional guidelines for the design, operations, and maintenance of bicycle facilities in the San Diego region. In addition, an update to the 30-year old Bayshore Bike Plan is proposed, subject to the availability of grant funding for the project.

30009 FREIGHT/INTERMODAL PLANNING. The objectives of this work element are: (1) to detail and analyze regional goods movement transportation systems and operations to support the development of the regional freight/intermodal systems component of the Regional Transportation Plan (RTP) (work element 30004); and (2) to

**Bold** indicates new programs, projects, tasks, or emphasis areas for FY 2005.
coordinate regional freight planning efforts with various agencies in the region, Southern California, and the West Coast. Emphasis in FY 2005 will be to prepare a Regional Freight/Intermodal Systems Strategy for SANDAG’s 2030 RTP Update.

30010 INTERCITY RAIL AND HIGH-SPEED RAIL PLANNING. The objective of this work element is to coordinate all planning and project development activities in the two major north-south intercity rail corridors serving the San Diego region. Emphasis in FY 2005 will be on continued coordination with other member agencies in the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor agency to move ahead with project-specific work in the coastal corridor and to expand the LOSSAN corridor strategic plan. In addition, SANDAG will continue to support efforts by the California High-Speed Rail Authority (CHSRA) to study high-speed passenger rail service in the I-15 corridor, a top priority corridor for the region. SANDAG will continue to staff the LOSSAN Board of Directors and Technical Advisory Committee as well as the San Diego Regional High-Speed Rail Task Force.

30011 TRANSPORTATION PLANNING FOR SENIORS AND PERSONS WITH DISABILITIES. The objective of this work element is to coordinate transportation planning programs for seniors and persons with disabilities in the San Diego region. Continuing activities include: (1) assisting Caltrans with implementing the Section 5310 program in the region; (2) working with transit providers in implementing the Americans with Disabilities Act (ADA) programs; and (3) assisting the Coordinated Transportation Service Agency (CTSA) in coordinating nonprofit transportation programs. Emphasis in FY 2005 will be to seek improvements in transportation programs serving senior citizens and to conduct unmet needs hearings with the assistance of the Subcommittee for Accessible Transportation (SCAT) in preparation for the next update of the Regional Transportation Plan (RTP). In addition, the Caltrans-funded project with All Congregations Together (ACT) will be completed with SANDAG assistance.

30013 AIR QUALITY PLANNING/CONFORMITY. The objective of this work element is to improve the region’s air quality by complying with state and federal requirements for coordination of transportation and land use activities. Continuing efforts include: (1) coordinating transportation and air quality planning with local, state, and federal agencies in accordance with adopted Transportation Conformity Procedures and other statewide efforts; (2) conducting transportation and emissions analyses for the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) in support of conformity determinations; and (3) monitoring the new federal standards for 8-Hour Ozone and fine Particulate Matter (PM2.5) and its effects on the San Diego air basin, including implementation requirements, development of attainment plans, and changes to conformity rules and procedures. Emphasis in FY 2005 includes redetermining conformity of

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the 2030 RTP using new 1-Hour Ozone and Carbon Monoxide (CO) budgets and interim test for 8-Hour Ozone; conformity analyses for the 2004 RTIP and its amendments; and participating in the development of a revised State Implementation Plan (SIP) for the new federal 8-Hour Ozone and PM2.5 standards.

30017 I-15 BUS RAPID TRANSIT SERVICE AND PARK AND RIDE PLANNING. The objective of this work element is to undertake planning for the I-15 Bus Rapid Transit (BRT) operations on the first phase of the I-15 Managed Lanes. Emphasis in FY 2005 will be to develop a short- to mid-term (10-year) transit service plan, focusing on a service plan for opening day of the Managed Lanes in 2007. In addition, a remote park and ride plan would be developed to support the I-15 BRT services and stations.

30018 DOWNTOWN SAN DIEGO TRANSIT FIRST STUDY. The objective of this work element is to complete the comprehensive transit implementation strategy for Downtown San Diego. This work is being developed in conjunction with the Centre City Development Corporation’s (CCDC’s) Downtown Community Plan update. FY 2005 activities include finalizing the long-range transit vision for Downtown San Diego and proposed phasing of transit services and facilities.

30022 SMART GROWTH INCENTIVE PROGRAM. The objective of this work element is to define a Smart Growth Incentive Program that encourages local land use and transportation decisions supportive of the Regional Comprehensive Plan (RCP) (work element 30002). Assuming the general outline of the program is developed in FY 2004, the FY 2005 efforts will prepare the program for implementation once the TransNet extension is approved. Activities will include the development of procedures for specific project identification, evaluation, and selection.

30023 REGIONAL SHORT-RANGE TRANSIT SERVICE PLANNING AND MONITORING. The objectives of this ongoing work element are (1) to conduct short-range service planning activities to address deficiencies and community issues related to transit service; (2) to conduct transit service performance monitoring activities; and (3) to develop the annual Short-Range Transit Plan (SRTP) for the region. FY 2005 activities include the development of the annual Regional SRTP, implementing the Performance Improvement Program (PIP) and other regular monitoring activities, analyzing and developing potential service changes, and developing a new Regional Service Planning Policy for adoption by the SANDAG Board of Directors.

30026 REGIONAL HOUSING PROGRAM. The objectives of this work element are to: (1) increase the supply of, and (2) ensure access to, a variety of housing choices for all existing and future residents of the San Diego region, regardless of income.

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
Emphasis in FY 2005 will focus on implementing the housing strategies and improving the coordination between land use and transportation planning as described in the Regional Comprehensive Plan (RCP).

30027 REGIONAL OPEN SPACE AND NATURAL RESOURCE STRATEGIES. The objective of this work element is to advance implementation of the region's habitat preserve system by coordinating efforts with member agencies, other southern California counties, and the federal and state wildlife agencies. This work element includes activities designed to support ongoing habitat conservation planning and implementation in the San Diego region. In FY 2005, the emphasis will be identifying funding sources and administrative procedures for habitat implementation.

30028 SHORELINE MANAGEMENT. The objective of this element is to preserve and enhance the region’s shoreline resources. Emphasis in FY 2005 will be on: (1) developing funding strategies as part of the Integrated Regional Infrastructure Strategy (IRIS) work under the Regional Comprehensive Plan (RCP) Implementation work element (30002) to enable continuing implementation of the restoration of eroded beaches on a regional basis; (2) monitoring of sand movement and environmental effects of the first phase of the Regional Beach Sand Project; and (3) continuing development of a long-term management plan for shoreline and near-shore habitat and resources. This element is included as part of the Healthy Ecosystem Component of the RCP.

30029 REGIONAL WATER QUALITY STRATEGIES. The objectives of this work element are: (1) to assist the local jurisdictions in meeting their stormwater permit requirements; and (2) to identify areas where regional approaches would benefit regional water quality and watershed planning. During FY 2005, the emphasis will be to work with regional water quality stakeholders on water quality issues, focusing on the creation of a regional watershed planning approach and implementation of the Strategic Initiatives related to water quality and watersheds identified in the Regional Comprehensive Plan (work element 30002).

30032 BORDERS PLANNING AND COORDINATION. The objective of this work element is to help the San Diego region coordinate transportation, land use, infrastructure, economic, and environmental planning with the surrounding counties, tribal governments, and with the northern Baja California region. Emphasis in FY 2005 will be on: (1) consolidating and expanding SANDAG’s effectiveness in the interregional and binational arena; (2) strengthening cooperative relationships with authorities of the Imperial, Riverside, and Orange Counties, tribal governments, and the Republic of Mexico; (3) financing infrastructure improvements that support coordinated planning efforts with the San Diego regions’ neighbors; and (4) developing new

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partnerships and information sharing tools with other organizations and agencies involved in interregional and binational planning. The Borders Policy Committee oversees this program and has identified border and interregional transportation, jobs/housing balance, energy and water supply, and environment as issues facing our neighboring counties, tribal governments, and northern Baja California. Given San Diego’s unique position as an international gateway, the Borders Planning and Coordination program recognizes economic development and homeland security as pressing cross border issues. To support these activities, the Borders Committee oversees the Committee on Binational Regional Opportunities (COBRO) and participates in the Interregional Partnership (I-15 IRP) to provide policy guidance regarding cross-border and cross-county planning. These elements form part of the Regional Comprehensive Plan Implementation (work element 30002).

30033 INTERREGIONAL PARTNERSHIPS. The objective of this work element is to support the development and consolidation of interregional partnerships with neighboring areas whose regional planning activities have a direct impact on the San Diego region. Emphasis in FY 2005 will be: (1) to continue to work collaboratively with the southwestern Riverside region on the implementation and monitoring of the short- and long-range strategies contained in the I-15 Interregional Partnership (IRP) Strategy Implementation Plan; and (2) to pursue funding to establish another interregional partnership with neighboring regions based upon the model developed through the I-15 IRP.

30034 ECONOMY AND SECURITY AT THE INTERNATIONAL BORDER. This work element would complete the study activities that began in FY 2003 and FY 2004. The objectives of this work element are: (1) to develop coordinated proposals for border inspections that will help secure the border, manage wait times, and enhance the binational economy; (2) to improve the collection and dissemination of border wait time information; and (3) to assess the impact of border delays on the binational economy. Extensive outreach also will be conducted to institutionalize collaborative efforts among SANDAG, Caltrans, and federal inspection agencies on both sides of the border. Emphasis in FY 2005 is to develop an economic impact model for the San Diego-Northern Baja California border region and other Southern California areas.

30038 TRANSIT EMERGENCY RESPONSE TRAINING MANUAL. The objective of this work element is to enhance the safety of transit riders by developing an emergency response training manual for transit professionals in the San Diego region. During FY 2005, SANDAG will coordinate with efforts of the Metropolitan Transit System (MTS) and North San Diego County Transit Development Board (NCTD) to document recent lessons learned from emergency preparedness drills.

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
TRANSPORTATION PLANNING COORDINATION AND DEVELOPMENT REVIEW. The objective of this work element is to coordinate regional transportation planning activities with the local land use and transportation planning and site development processes of the 18 cities and county. This job includes: (1) ongoing development reviews in accordance with memoranda of understanding with local jurisdictions; (2) ongoing coordination with general plan updates; and (3) early site planning activities with local jurisdictions, employers, and developers. In FY 2005, the emphasis will be on coordination of regional transportation and land use plans with various local general plan updates currently underway, and evaluating ways to secure local/private financing mechanisms for transit facilities and operations.

REGIONAL WATER SUPPLY STRATEGIES. The objectives of this work element are to: (1) assist local jurisdictions; and (2) monitor and respond to regional water supply issues. These objectives will be met by continuing the partnership that SANDAG has with the County Water Authority to address water supply issues on a regional level; participating in regional outreach and education programs; and providing technical assistance, as requested. During FY 2005, the emphasis will be on strengthening SANDAG’s relationship with the County Water Authority to help implement the strategic initiatives identified in the Regional Comprehensive Plan.

I-805/I-5 SUBREGIONAL TRANSPORTATION PLAN. The objective of this work element is to refine the corridor-level recommendations from the prior year I-805/I-5 Corridor Study within a smaller geographic subarea. The new subregional planning will focus on the coordination of regional transportation improvements (for highways, transit, and regional arterials) with local land use development plans in partnership with local jurisdictions and Caltrans. In FY 2005, emphasis will focus on identifying transportation facility and service improvements, relevant smart growth opportunity areas, and land use, systems management, and demand management strategies to be evaluated at the subregional level.

SUBREGIONAL TRANSPORTATION PLANS AND CMP DEFICIENCY PLANS. The objective of this work element is to prepare subregional transportation plans and Congestion Management Program (CMP) deficiency plans. The subregional plans would focus on refining and coordinating the corridor-level transportation improvements (for highways, transit, and regional arterials) with local land use development plans in partnership with local jurisdictions and communities. For deficient CMP freeway corridors in the region, work would include: (1) identifying and estimating the cost of potential improvements to relieve existing and projected traffic congestion; (2) identifying alternative options or programs to improve system performance; and (3) preparing action plans to implement

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recommended improvements or programs. Emphasis in FY 2005 will be to prioritize work on the various plans and efficiently schedule and complete analysis to coincide with local development efforts.

30046 MIRA MESA TRANSIT CENTER PROJECT DEVELOPMENT. The objective of this work element is to conduct environmental and preliminary engineering work for the Mira Mesa Transit Center. During FY 2005, the environmental document for the transit center and preliminary engineering analysis will be initiated.

30047 COORDINATED TRANSPORTATION SERVICE AGENCY. The objective of this work element is to conduct the mandated activities of the Coordinated Transportation Service Agency (CTSA). This job assists the nonprofit sector with coordinating its specialized transportation programs and improving the management of these programs. The CTSA provides free training and technical assistance to providers of specialized transportation and maintains a Web site that provides information about specialized transportation services for senior and disabled individuals in the San Diego region. During FY 2005, emphasis will be on inventorying existing specialized transportation programs versus sub-regional service gaps and documenting the needs of transportation disadvantaged populations. The analysis will be used to assist both public and private sector agencies in planning services to address the documented need.

30048 REGIONAL TRANSIT FARE STRUCTURE. The objective of this work element is to develop a Regional Transit Fare Policy for adoption by the SANDAG Board of Directors. The Policy would incorporate a uniform fare structure (Comprehensive Fare Ordinance), a transfer policy, and agreement for revenue sharing of regional tickets, tokens, and passes. It also would allow for the adoption of specialized fare procedures for travel within each operator's service area. During FY 2005, emphasis will be on the creation of the Regional Fare Policy and coordination with the transit operators, including a timeframe for implementation.

30049 TRANSIT STATION JOINT DEVELOPMENT PROJECT COORDINATION. The objective of this work element is to develop joint projects that provide supporting land uses at major transit stations to promote smart growth development and to enhance the transit system. This job will be conducted in partnership with local jurisdictions, the Metropolitan Transit System (MTS), the North San Diego County Transit Development Board (NCTD), and other public and private entities. FY 2005 activities include continued development of joint projects at the Grossmont Trolley Station, Morena Vista Trolley Station, and E Street Trolley Station as well as new potential projects at the Solana Beach Coaster Station, San Luis Rey Transit Center, and other stations.

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30050  I-5 NORTH COAST MANAGED LANES VALUE PRICING STUDY. The objective of this work element is to examine the feasibility of a value pricing program for the future I-5 Managed Lanes facility from Genesee Avenue to Vandegrift Boulevard. This job, which continues the work begun in FY 2004, evaluates the feasibility of allowing single occupant vehicles to use the excess capacity of the Managed Lanes, which provide priority to transit and high occupancy vehicles. FY 2005 activities include completion of a traffic operations plan, traffic and revenue forecasts, community outreach, and a value pricing concept plan. These deliverables are expected to lead to the selection of a pricing option by the SANDAG Board of Directors in January 2005.

4. PROGRAMMING, PROJECT MONITORING, AND OVERSIGHT

40001 TRANSPORTATION COORDINATION. The objective of this ongoing work element is to assist in the delivery of regional transportation projects and programs through the coordination of planning, programming, and project implementation activities. This job also includes liaison activities with member agencies, various federal and state agencies, legislators, transit operators, and other interested groups to advance transportation projects and programs in the San Diego region. This job includes staff support for the Transportation Committee. During FY 2005, emphasis will be on ensuring the continued success of the agency consolidation of transportation planning, programming, and project development efforts.

40002 REGIONAL TRANSPORTATION PERFORMANCE MONITORING. The objectives of this work element are to: (1) coordinate performance monitoring activities with federal, state, local agencies, and oversight committees; (2) integrate performance monitoring activities with all long-range planning, project programming, project development, and operational decisions; (3) further develop the Performance Monitoring System (PeMS) in coordination with Caltrans, University of California – Berkeley, transit operators, local jurisdictions, and the Joint Transportation Operations Management Center (JTOC), and; (4) produce “Mobility Status Reports” annually. During FY 2005, emphasis will be placed on further developing PeMS and producing the mobility status report.

40003 CONGESTION MANAGEMENT PROGRAM. The purpose of this work element is to develop and implement a Congestion Management Program (CMP) that meets federal Congestion Management System (CMS) and state CMP requirements. In FY 2005, emphasis will be on completing the 2004 CMP update initiated in FY 2004 incorporating new roadway and transit monitoring data and recommendations contained within the Regional Comprehensive Plan. In addition, work will continue on coordinating the preparation of CMP Deficiency Plans required when CMP Level of Service Standards are not met, and providing ongoing monitoring of CEQA documents. The efforts

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under this work element will be coordinated with the region’s transportation system performance monitoring efforts (work element 40002) and preparation of CMP Deficiency Plans (work element 30045).

40005 TRANSPORTATION FUNDING ADMINISTRATION. The objectives of this work element are to administer the various funding available to the region for transportation purposes and provide assistance to the local jurisdictions and transit operators on transportation funding issues. This assistance includes the provision of revenue forecasts for various funding sources to be used by local agencies in the development of their operating and capital budgets. Emphasis in FY 2005 is to provide a more streamlined and comprehensive process for funding allocations. The intent of this OWP is to improve the effectiveness, efficiency, and economic viability of the transportation systems receiving support from these funds. Those sources and respective administrative responsibilities include, but are not limited to, the following: Transportation Development Act (TDA), TransNet, and Federal Transit Administration programs.

(1) Transportation Development Act (TDA) - The administration of the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STAF) will ensure that requirements of the TDA are met and that the region’s transit operators and non-motorized projects receive ongoing operating and capital subsidy support. The TDA requirements include completion of triennial performance audits and annual fiscal audits for each operator receiving TDA funds, and the development of recommended productivity improvements for transit systems. As the Regional Transportation Planning Agency (RTPA), SANDAG is responsible for this program in accordance with state law. This work element is necessary under the provisions of the Transportation Development Act for the State of California. Emphasis in FY 2005 is to streamline the claims process.

(2) TransNet - One-half cent sales tax collected in the region is used for transportation. After accounting for administrative costs and $1 million for bicycle and pedestrian projects, the remaining amounts are divided equally among highway, transit, and local street and road projects. This work element administers the program in accordance with the TransNet Ordinance, including the allocation of TransNet funds and conducting the annual fiscal audit for all agencies that received TransNet funds.

(3) Federal Transit Administration (FTA) Funding – These federal funds include FTA Urbanized Area Formula program, the Fixed Guideway Modernization Program, and the Bus and Fixed Guideway New Starts discretionary programs. This work element includes the administration and allocation of these funds for its various purposes. Emphasis in FY 2005 is to develop, in cooperation with the two transit districts and the Joint

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Committee on Regional Transit (JCRT), an equitable distribution of formula funds.

40006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM. The objective of the Regional Transportation Improvement Program (RTIP) is the biennial preparation, adoption, and amending, as needed, of a multi-year program of major transportation projects in the region. Inclusion in the RTIP is required for a project to receive state and federal funds. The RTIP includes projects from short-range transit plans, the Regional Transportation Plan (RTP), the State Transportation Improvement Program (STIP) and the local sales tax, the TransNet Program. The RTIP is required by state and federal regulations. FY 2005 is anticipated to be a challenging year, given the dynamic status of the federal transportation bill, state budget, and local TransNet reauthorization. Emphasis will be placed on responding well to these changing situations and maintaining the RTIP so that projects continue to move forward.

5. PROJECT DEVELOPMENT

50002 LEUCADIA BOULEVARD GRADE SEPARATION STUDY. The purpose of this job is to study the alternatives for developing a grade separation at Leucadia Boulevard and the San Diego Northern Railroad (Coastal Rail Corridor) in the City of Encinitas. This effort will be coordinated with the City of Encinitas, NCTD, and Caltrans (both District 11 and Headquarters Division of Rail). The study will build upon the analyses resulting from the ongoing studies by the California High-Speed Rail Authority and Caltrans. The emphasis in FY 2005 will be to complete the consultant study initiated in FY 2004 and to prepare a draft and final Project Study Report identifying the preferred alternative(s) for further project development.

50003 ENCINITAS PEDESTRIAN CROSSING STUDY. The purpose of this job is to work with the City of Encinitas in the development and analysis of alternatives for pedestrian grade separated crossings of the Coastal Rail Corridor. Major products of this study include alternatives analysis; 60 percent plans, specifications, and estimates; and an environmental document that provides the needed approvals to facilitate the final design and construction phases under a separate project. In FY 2005, emphasis will be on completing the alternatives analysis and beginning environmental studies.

50004 REGIONAL INTERMODAL TRANSPORTATION SYSTEM MANAGEMENT (TSM) NETWORK. The object of the IMTMS project is to develop a regional network system with specific application supporting various regional functions, including freeway traffic management, arterial management, incident management, and transit management. This project seeks to serve the needs of the local cities' traffic operations, provide Caltrans with freeway management tools, equip local law enforcement with incident management tools, and provide unified systems to

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transit operators. The emphasis in FY 2005 is to bring several of these systems online, including integrating functions of participating agencies, allowing cooperative managing of resources such as changeable message signs, traffic signals, closed circuit video, and radio adversary systems. This fiscal year participating agencies will receive integrated workstations connecting these functions to the regional network and the programming to satisfy operational need.

50005 MID-COAST SUPER LOOP PROJECT DEVELOPMENT. The objective of this work element is to complete preliminary engineering and the environmental document for Mid-Coast Super Loop project. FY 2005 activities include completing preliminary engineering plans (to the 35 percent design level) and the environmental document for the project; a traffic impact analysis; and the evaluation of technology needs to implement the required signal priority measures in the corridor. A multi-year phasing plan and capital and operating cost estimates for the project also will be refined.

50006 SHOWCASE BUS RAPID TRANSIT PROJECT DEVELOPMENT. The objective of this work element is to complete the preliminary engineering and environmental work for the Showcase Bus Rapid Transit (BRT) project connecting San Diego State University (SDSU) and downtown San Diego via El Cajon and Park Boulevards. FY 2005 activities will focus on finalizing transit priority treatments, transit lanes, and station design; preparation of a transit network service plan for the Mid-City area; and a peer review of work completed to date.

50007 NORTH BAY AND BEACH AREA TRANSIT FIRST PLANNING AND PROJECT DEVELOPMENT. The objective of this work element is to continue to identify future transit priority treatments for a longer-range BRT project for the North Bay and Beach area. FY 2005 efforts focus specifically on cooperation with the City of San Diego in the planning, environmental, and preliminary engineering for the West Mission Bay Drive bridge project (to incorporate future transit priority treatments on the widened bridge).

50009 SOUTH BAY BUS RAPID TRANSIT PLANNING AND PROJECT DEVELOPMENT. The objective of this work element is to develop an early implementation Bus Rapid Transit (BRT) project that would provide north-south connections along I-805 with branches serving Otay Ranch, Downtown San Diego, Sorrento Valley, and the San Ysidro Port of Entry. The goal is to have a project “implementation ready” by 2008. FY 2005, activities include conceptual engineering for proposed stations and freeway shoulder lanes, development of a preliminary service operating plan, continued coordination with local jurisdictions to integrate the proposed route and stations with adjacent land uses, and community outreach.

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50010 NORTH COUNTY TRANSIT FIRST/BUS RAPID TRANSIT PLANNING. This objective of this project is to conduct transit systems planning and conceptual design for select Bus Rapid Transit (BRT) candidate corridors and recommend enhancements to existing transit service in key corridors in North San Diego County. FY 2005 activities include: (1) identifying possible transit priority treatments and station locations and designs; (2) developing cost estimates for the priority treatments and transit stations; (3) coordination with local jurisdictions and community groups to integrate the route and stations with adjacent land uses; and (4) identifying implementation issues to be addressed in order to develop the project(s) over the next three to five years.

50011 MID-COAST UNIVERSITY CITY LIGHT RAIL TRANSIT PROJECT DEVELOPMENT. The objective of this work element is to prepare the preliminary engineering and environmental documents for the University City LRT project in the Mid-Coast corridor. The LRT project, which is approximately 7.2 miles in length, extends north from Balboa Avenue through the University of California, San Diego (UCSD) to the University Towne Centre (UTC) shopping center. In FY 2005, preparation of the environmental and preliminary engineering documents to the 35 percent design level would begin. This phase is anticipated to last through FY 2006 and culminate in the Preliminary Engineering Report and Plans and the Final Environmental Impact Report/Statement (FEIR/FEIS) for the project.

6. SYSTEMS MANAGEMENT

60001 TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM. The objective of this job is to manage peak period demand on the regional transportation system by providing commuter and employer programs and services aimed at promoting use of alternatives to driving alone. Activities are carried out in cooperation with Caltrans, the Air Pollution Control District, transit providers, and local jurisdictions. Activities include promotion of vanpooling, employer outreach, and enhanced marketing. In FY 2005, special emphasis will be placed on demonstrating financial incentives that promote ridesharing.

60002 I-15 FASTRAK™ PROGRAM. This program allows single-occupant vehicle (SOV) users to pay a fee to use excess capacity on the high occupancy vehicle (HOV) lanes on I-15 between SR 163 and SR 56. FasTrak™ is a model for using existing transportation infrastructure more efficiently; the program provides a faster commute for solo drivers while carpoolers, vanpoolers, and transit riders continue to use the HOV lanes for free. Program revenues provide the operating subsidy for express transit service (Routes 980/990) in the I-15 corridor. I-15 FasTrak™ operates as a self-supporting program. In FY 2005 emphasis will be placed on improving operating efficiencies of the toll collection system.

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
**60003** FREEWAY SERVICE PATROL. The objective of this job is to reduce congestion by providing a roving tow service that assists or removes stranded or disabled vehicles on designated urban freeways during peak commute hours. The Freeway Service Patrol (FSP) is an ongoing effort operated by SANDAG in conjunction with Caltrans and the California Highway Patrol. In FY 2005 emphasis will be placed on a demonstration project funded by the San Diego Service Authority for Freeway Emergencies (SAFE) which utilizes pickup trucks to augment the existing fleet of tow trucks.

**60004** SAN DIEGO STATION CAR PILOT PROGRAM STUDY - PHASES I and II. The objective of this job is to establish a pilot project that demonstrates car sharing as an extension of transit service for the Coaster commuter rail and Trolley light rail service. Phase I activities include market assessment and public outreach, and development of an operations plan for implementing a two-year pilot program. The Phase II project activities are similar, with a focus on expanding the demonstration project service area to include additional Coaster and Trolley stations, as well as developing an integrated service package that combines car sharing with transit services. In FY 2005, emphasis will be on conducting the Mobility Pass Pilot Study.

**60006** AUTOMATIC VEHICLE CLASSIFICATION (AVC) PROJECT. This project previously was a task under OWP Element 50004. The objective of the AVC project is to automate and expand the type of data that is collected and processed utilizing existing in-pavement loop detection systems throughout the San Diego region. The primary use of the vehicle detection data collected is to supplement detection data that is used for transportation modeling, performance monitoring, and traveler information activities. The AVC project is a cooperative effort between Caltrans and SANDAG. During FY 2005, emphasis will be to complete the deployment of the AVC system at 20 locations throughout the San Diego region and initiate data collection and monitoring efforts to identify traveling trends and determine the types of vehicles traveling from, to, and within the San Diego region. The scope of work calls for gathering, analyzing, and reporting the collected data over a period of 24 months.

7. PROGRAM MANAGEMENT AND EXTERNAL RELATIONS

**70001** INTERAGENCY COORDINATION AND OWP PROGRAM MANAGEMENT. This element provides the overall development, management, coordination, and direction for carrying out the Overall Work Program (OWP). The Overall Work Program is a required document outlining the regional planning efforts coordinated by SANDAG to ensure the continuation of MPO planning funds. It ensures that planned activities are completed effectively and efficiently, with continued emphasis on the use of technology, and the coordination of activities, both within SANDAG and with other agencies, based upon approved Board policy. This work element captures the

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efforts necessary to develop, monitor and measure the agency’s effectiveness in meeting the objectives outlined in the work program. Emphasis in FY2005 will be to ensure an effective transition of the regional planning, programming, project development, and construction functions of MTDB and NCTD into SANDAG. Additional emphasis will be to incorporate new regional mandates such as ARJIS (Automated Regional Justice information System) and the Regional Energy strategy into the SANDAG structure.

70003 REGIONAL INTERGOVERNMENTAL REVIEW. The objective of this work element is to collaborate among many governmental agencies at the local, state and federal levels, in order to coordinate local and regional decisions about proposed projects with state and federal agencies. Emphasis in FY 2005 will be on SANDAG’s intergovernmental review role involving plans, projects, and programs affecting the Regional Comprehensive Plan (RCP) (work element 30002) and Regional Transportation Plan (RTP) (work element 30004).

70004 PUBLIC INVOLVEMENT PROGRAM. The purpose of the Public Involvement Program is to inform and involve citizens in the consolidated agency’s various programs, projects, and work activities. This includes, but is not limited to, lower income households, minorities, persons with disabilities, representatives from community and service organizations, tribal councils, and other public agencies. This element also assists in identifying and resolving environmental justice and social equity issues. Citizen participation objectives include involvement of interested citizens, stakeholders, and representatives of community-based organizations in SANDAG work through timely workshops on topical issues, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision-making processes. Public information objectives include: easy access to agency reports and information, including increased use of the World Wide Web; publication of information materials highlighting agency activities; concise verbal and visual presentations; and consistent news media coverage of regional issues. Under the consolidated agency, the agency will work with transit operators to continue to enhance coordination with public information, public involvement, customer relations, community and intergovernmental relations, marketing, advertising, and Web site management. During this fiscal year, specific emphasis will be placed on outreach support and public involvement for the implementation of the Regional Comprehensive Plan and the preparation of the Regional Transportation Plan.

70005 SOCIAL EQUITY AND ENVIRONMENTAL JUSTICE. The objectives of this work element are to ensure that all communities are treated fairly and are given equal opportunities to participate in SANDAG’s planning and decision-making processes, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. FY 2005 activities include: (1) monitoring the performance of the

Bold indicates new programs, projects, tasks, or emphasis areas for FY 2005.
Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and other regional plans, to ensure that they are promoting social equity and environmental justice; (2) expanding SANDAG's current social equity and environmental justice analysis to more effectively analyze, and propose solutions to, existing conditions in the San Diego region; (3) developing criteria and procedures to ensure that all plans, programs, and projects within the region consider social equity; and (4) expanding public involvement to ensure that we are providing for the meaningful involvement of a wide range of residents, especially those that traditionally have been underrepresented in the planning process.

TRIBAL GOVERNMENT LIAISON. Core Objective: The San Diego region is home to 18 Native American reservations represented by 17 Native American tribal governments, the most in any county in the United States. The objective of this work element is to promote coordination and collaboration in regional and transportation planning between SANDAG and the region's tribal government. In FY 2005, emphasis will be placed on building and improving government-government relationships with the 17 tribal governments, while cooperatively developing procedures for consultation and coordination regarding transportation and other planning efforts and projects.

GOVERNMENT RELATIONS. To capture costs related to federal and legislative activity in a centralized program, with the objective to improve tracking and accountability. In previous years, SANDAG included these costs under two categories, one indirect costs and the other local expense. Through a memorandum of understanding, SANDAG, NCTD and MTS agreed to combine lobbying efforts, with the goal of attracting more federal and state dollars. The budget for the overall work program does not exceed existing expenditures, but rather combines the costs in one place. In FY 2005, emphasis will be on centralizing the costs related to legislative activity to provide more accountability; review accomplishments; and identify ways to strengthen the program.

REGIONAL TRANSIT BUSINESS DEVELOPMENT AND PUBLIC INFORMATION PROGRAMS. The program is divided into the Regional Transit Business Development Component and the Public Information Component. The purpose of the program is to leverage transit’s position in the region as a key potential business partner to the region’s private and public organizations and set forth a foundation for a targeted, coordinated, high-quality public information and awareness program to a key regional constituent groups, transit customers.

Business Development objectives are to develop and maintain partnerships between transit operators and private and public organizations to achieve

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mutually beneficial goals, including, but not limited to, generating measurable increases: in awareness of existing and future public transit services available to partners’ target markets; immediate and/or future transit ridership and revenue; awareness of transit accessibility to partners’ location; in partners’ awareness and appreciation of the value of public transit services, of SANDAG’s role in creating and managing the Regional Comprehensive Plan (RCP), the Regional Transportation Plan (RTP), and/or existing and future transportation funding.

Public information objectives are to maintain high-quality regional information programs that primarily target the region’s 250,000+ San Diegans who ride transit regularly, including seniors, adults, and youth. The public information strategies establish a foundation for consistent, two-way communications to increase awareness of existing services, new services, future transportation projects, and funding issues. The public information strategies also project a positive image about public transit to the region’s general population.

The element is designed to heighten public transit awareness and usage among private and public organizations, their customers, and/or their employees, as well as increasing partners’ and riders’ knowledge of public transit, regional planning, and funding programs.

70011 REGIONAL ENVIRONMENTAL DOCUMENTATION. The goal of this element is to provide the agency with management of environmental documentation for specified projects within the OWP. Project objectives are to: (1) coordinate with project managers to determine the type of environmental documentation required for project approval; (2) determine the scope of the environmental document that is required; (3) coordinate with federal agencies on NEPA documentation; and (4) to coordinate with state and federal resource agencies to streamline environmental review processes. In FY 2005, the emphasis will be on developing a procedure for initiating environmental review for projects that are subject to CEQA and NEPA.

72001 SANDAG SERVICES TO SOURCEPOINT. The purpose of SourcePoint is to assist SANDAG with providing regional information services and technical assistance to public and private organizations and individuals, including the provision of demographic and economic data and professional services. SourcePoint policy requires that charges for information and services provided be based upon competitive market rates, subject to full-cost reimbursement to SANDAG. This program shall account for all SANDAG services to SourcePoint, including management, marketing, systems maintenance, and any work on specific contracts or projects. Emphasis in FY 2005 is to (1) continue to provide professional services to our established client base; including,
updated transportation networks to our transportation consultant clients, and labor market information to the Workforce Partnership; (2) extend our consultant services to binational border issues, helping SANDAG accomplish its border area transportation objectives, and environmental issues, such as water quality.

74000 LOCAL TECHNICAL ASSISTANCE TO MEMBER AGENCIES. The objective of this work element is to effectively and efficiently respond to member agencies’ requests for assistance and provide access to our Regional Information System and technical capabilities. Through the Local Technical Assistance (LTA) program, we respond to a variety of requests for data and technical services that assist local agencies in planning, decision making, and project implementation. Emphasis in FY 2005 is to: (1) enhance outreach efforts to local jurisdictions, encouraging the use of the LTA program as an accessible, cost-effective tool; and (2) expand the scope of data and services available through the LTA program.
REVIEW OF MARCH 26, 2004 DRAFT BOARD AGENDA

1. APPROVAL OF FEBRUARY 13, 2004 MEETING MINUTES

2. ADDITIONS AND DELETIONS

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. 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. Speakers are limited to three minutes. Board members may provide information and announcements under this agenda item.

CONSENT ITEMS (4 THROUGH --- )

4. ACTIONS FROM POLICY ADVISORY COMMITTEES

5. SANDAG BUDGET AMENDMENT AND MEMORANDUM OF UNDERSTANDING (MOU) WITH THE CITY OF CHULA VISTA (Jack Boda)

SANDAG is partnering with the City of Chula Vista on the development and implementation of a Transportation Demand Management (TDM) project in East Chula Vista. Staff proposes an amendment to the OWP to reflect changes in project funding, and acceptance of a Memorandum of Understanding (MOU) that describes the partnership between SANDAG and the City of Chula Vista. Under the terms proposed, SANDAG will accept funding from the City for the development of the East Chula Vista TDM project. SANDAG will provide project management support to the City and will manage the development and implementation of the project, valued at $754,485.

6. MEMORANDUM OF UNDERSTANDING (MOU) WITH THE SAN DIEGO SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (Jack Boda)

SANDAG is partnering with the San Diego Service Authority for Freeway Emergencies (SD SAFE) on the funding of a Pilot expansion of SANDAG’s ongoing Freeway Service Patrol. Staff proposes that the Board accept an MOU which sets the terms under which SD SAFE would provide three years of Pilot Project funding, totaling $1,500,000, and beginning in the 2005 fiscal year.
7.

8.

CHAIR’S REPORT

9. BOARD MEMBER PARTICIPATION AT UPCOMING REGIONAL COMPREHENSIVE PLAN (RCP) WORKSHOPS (Lori Holt Pfeiler, Chair, Regional Planning Committee)

Last month, the Board received a status report on the RCP workshops scheduled for this April. As reported, the workshops will be structured in an open-house format designed to solicit feedback on the draft RCP and the draft Environmental Impact Report. Board members and other local elected officials are encouraged to attend. Invitations will be mailed shortly.

10. REPORT FROM CONFERENCES

A. REPORT ON NATIONAL ASSOCIATION OF REGIONAL COUNCILS (NARC) CONFERENCE

SANDAG Board members attended the NARC Policy Conference in Washington, D.C., during February 21-25, 2004. A summary of the conference highlights is provided.

B. REPORT ON AMERICA PUBLIC TRANSPORTATION ASSOCIATION (APTA) LEGISLATIVE CONFERENCE

Board members from SANDAG, MTDB, and NCTD attended the annual APTA Legislative Conference in Washington, D.C., during March 7-10, 2004. A summary of conference highlights is provided.

C. REPORT ON ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS (AMPO) CONFERENCE

Board members attended the AMPO Conference in Washington, D.C., during March 9-11, 2004. A summary of conference highlights is provided.
REPORTS

12. 2004 STATE TRANSPORTATION IMPROVEMENT PROGRAM ALTERNATIVES (Jose Nuncio)  

APPROVE

The State Transportation Improvement Program (STIP) is a five-year transportation funding program that is updated biennially. The Transportation Committee reviewed several options at its February 6 and February 20, 2004, meetings. The draft 2004 STIP was prepared based on Transportation Committee direction, and a recommended option was presented to the Board of Directors for information at its February 27 meeting. The Board of Directors is asked to approve Option C for the draft 2004 STIP to permit a timely submittal to the California Transportation Commission prior to its April 12, 2004, deadline.

13. DRAFT 2005 OVERALL WORK PROGRAM (Renee Wasmund)  

ACCEPT

The SANDAG Executive Committee reviewed the FY 2005 Overall Work Program (OWP) and, subject to Board comment, recommended distribution for review and comment by local, state, and federal agencies and interested organizations and individuals.

14. DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE REGIONAL COMPREHENSIVE PLAN (Rob Rundle)  

ACCEPT

A draft Environmental Impact Report has been prepared to analyze the anticipated environmental effects of adopting and implementing the Regional Comprehensive Plan. If accepted by the Board, the draft EIR will be circulated for a 45-day public review and comment period. The final EIR, including comments received on the draft EIR and SANDAG's responses to the comments will be available for the Board's consideration at the June 25, 2004 Board of Directors meeting.

15. 

16. UPCOMING MEETINGS  

INFORMATION

The next Board of Directors business meeting is scheduled for Friday, April 9, 2004, to discuss the draft TransNet Ordinance and Expenditure Plan. Two weeks later, on Friday, April 23, 2004, the regular business meeting will be held to discuss general agency issues.

17. ADJOURNMENT

GARY L. GALLEGOS  
Executive Director