AGENDA HIGHLIGHTS

- FY 2005 OVERALL WORK PROGRAM
- LEGISLATIVE STATUS REPORT

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.
Welcome to SANDAG. The regularly scheduled meeting of the San Diego Association of Governments Executive Committee has been called by its Chair for Friday, April 9, 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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Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
## EXECUTIVE COMMITTEE AGENDA
Friday, April 9, 2004

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<tbody>
<tr>
<td>+1.</td>
<td>APPROVAL OF MARCH 12, 2004 MEETING MINUTES</td>
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<tr>
<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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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. | APPOINTMENT TO THE SAN DIEGO REGIONAL ENERGY OFFICE BOARD OF DIRECTORS (Chairman Ron Morrison) |

At their March 12, 2004 meeting, the Executive Committee appointed John Moot to an additional one-year term on the San Diego Regional Energy Office (SDREO) Board of Directors. At that time, the Executive Committee did not reach consensus on the second of two Board positions appointed by SANDAG. Since that time, SDREO has reconsidered the structure of their Board and how Board members are appointed. The SDREO is considering a change to the by-laws and has requested that SANDAG not appoint the second Board member until the issue is resolved. The SDREO Board meets quarterly and the next Board meeting is scheduled for June 2004.

| +4. | CONSOLIDATION UPDATE: TRANSFER OF TWO INFORMATION SYSTEMS TECHNOLOGY POSITIONS FROM MTDB TO SANDAG (Jack Limber) |

The Executive Committee is asked to recommend that the Board of Directors approve the transfer of the Administrator of Information Technology and one Systems Engineer II from MTDB to SANDAG, amend the FY 2004 Overall Work Program, and approve a budget adjustment to reflect revenue from MTDB for these two positions for the balance of the fiscal year.
REPORTS

+5. REVIEW OF FY 2005 OVERALL WORK PROGRAM COMMENTS (Renee Wasmund)  POSSIBLE ACTION

The FY 2005 Draft Overall Work Program (OWP) was distributed for review and comment to SANDAG’s federal and state funding agencies and to the Member Agencies at the beginning of March. Comments were due March 29, 2004. Staff is meeting with federal and state representations on April 6, 2004. All comments received and staff’s written response to each comment and any proposed changes to the OWP will be provided at the Executive Committee meeting. The final draft Program Budget, which includes the OWP, is scheduled for Committee review on May 14, 2004, with Board approval in June.

+6. LEGISLATIVE STATUS REPORT (Ellen Roundtree)  INFORMATION/ POSSIBLE ACTION

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 April 2004 report include the status of reauthorizing the multi-year Federal Transportation program, known as TEA-21 (Transportation Equity Act of the 21st Century), a recently introduced Federal rail security bill, the State Freeway Service Patrol Grant Program measure, and the SANDAG sponsored bill on Value Pricing.

+7. REVIEW OF APRIL 23, 2004 DRAFT BOARD AGENDA  APPROVE

8. UPCOMING MEETINGS  INFORMATION

The next Executive Committee meeting is scheduled for Friday, May 14, 2004 at 9 a.m.

9. ADJOURNMENT

GARY L. GALLEGOS
Executive Director

+next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE

AGENDA ITEM NO.: 1

Action Requested: APPROVE

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
March 12, 2004

Chairman Ron Morrison (South County) called the Executive Committee meeting to order at 9:07 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

   Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Jack Feller (North County Coastal), the minutes of the February 13, 2004, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

   There were no public or Board member comments.

CONSENT (ITEMS 3 AND 4)

3. FY 2004 BUDGET AND STAFFING AMENDMENT FOR ARJIS (RECOMMEND)

   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 Automated Regional Justice Information System (ARJIS) program. ARJIS funds will pay for this Senior Analyst position, which is currently in the approved ARJIS budget.

   Councilmember Madaffer asked if the analyst position is included in the ARJIS budget. Staff indicated that this position is in the current ARJIS Board-approved budget. Councilmember Madaffer asked about the hiring process for this position. Staff responded that the representatives from other agencies will be enlisted to review the applications for this position.

4. LEGISLATIVE STATUS REPORT (INFORMATION)

   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 reauthorizing the multi-year federal transportation program, known as TEA-21 (Transportation Equity Act for the 21st Century), the FY 2005 federal appropriations process, cross-border leasing, the state budget, and various state fiscal reform measures.
**Action:** Upon a motion by Councilmember Madaffer and a second by Councilmember Feller, the Executive Committee unanimously approved Consent Items 3 and 4.

**REPORTS**

5. **APPOINTMENTS TO THE SAN DIEGO REGIONAL ENERGY OFFICE (SDREO) BOARD OF DIRECTORS (APPOINT)**

Chair Morrison recommended that the two current SANDAG representatives on the SDREO Board, Dick Ramos and John Moot, be reappointed.

Supervisor Dianne Jacob (County of San Diego) moved to nominate Mayor Mark Lewis from El Cajon in place of Dick Ramos to the San Diego Regional Energy Office (SDREO) Board of Directors. Councilmember Hal Ryan (East County) seconded the motion.

Chair Morrison clarified that the initial nominations to the SDREO are made by the SANDAG Chair.

Staff noted that this action will be ratified by the SANDAG Board.

Chair Morrison stated that the SDREO Board is in a transitional situation and the two persons recommended have a significant amount of related experience with this issue.

Mayor Lori Holt Pfeiler (North County Inland) noted that these appointments to the SDREO Board represent all of SANDAG and that's why they were not selected by subregion. She suggested that Committee defer this matter to the cities and the county.

Councilmember Ryan asked how long Dick Ramos has been on the SDREO Board. Staff replied that it has been about four to five years.

Chair Morrison asked for agreement with the appointment of former Councilmember John Moot of Chula Vista. The consensus of the Committee was favorable to this request.

Councilmember Madaffer moved to appoint John Moot to the SDREO Board, and to refer the nomination of the second representative to the East County subregion representatives for a nomination to be reported back to the Executive Committee.

Mayor Steve Padilla (South County) reiterated that these appointments are made by the SANDAG Board to represent the entire SANDAG region, not one of the subregions.

Mayor Padilla said that the two people being recommended for appointment are used to dealing with these very complex and fluid issues. He said that there are tremendous advantages to appoint those people with the most involvement and knowledge of the subject matter. However, he acknowledged that the composition of the SDREO Board should be a diverse group. If it is not regionally balanced then that should be a separate issue.
Supervisor Jacob agreed that having background information on the issue is important. She suggested that SANDAG solicit interest from the cities and the county for a second nomination to the SDREO Board.

**Action:** Upon a motion by Councilmember Madaffer, and a second by Councilmember Feller, the Executive Committee unanimously voted to re-appoint John Moot, former Councilmember from Chula Vista, to the Board of the San Diego Regional Energy Office on behalf of the SANDAG Board of Directors; and to solicit a second SDREO Board nomination from the SANDAG member cities and the county, and bring that information back to the Executive Committee at its next meeting.

6. **DRAFT 2005 OVERALL WORK PROGRAM (OWP) (APPROVE)**

Renée Wasmund, the Director of Finance reported that at the last meeting a preliminary list of work elements for the OWP was reviewed. SANDAG has assumed additional responsibilities resulting from consolidation and it is expected to receive $4 million less than last year, which is about 10 percent. This decrease is primarily in the area of discretionary grant revenue. We also had some carryover in FY 2004 that we won’t have in FY 2005, and we are experiencing minimum growth in funding sources.

Ms. Wasmund suggested that the Board consider the idea of a contingency reserve. Currently, SANDAG does not have such a reserve. Most agencies carry a reserve containing 3-5 percent of their General Fund amount. These reserve funds are used to smooth out the revenue stream, take advantage of opportunities to leverage funding, and helps to guard against unforeseen economic occurrences. There is about $500,000 available that could be used for this purpose. Ms. Wasmund reviewed the primary sources of revenues.

Chair Morrison asked how much of the budget amount is related to ARJIS. Ms. Wasmund replied that approximately $4 million or 35 percent of the local amount is related to ARJIS.

Ms. Wasmund oriented the Committee members with the various sections of the OWP. Chapters 1-3 provide a history of SANDAG and a summary of the major activities for FY 2005. On page 53, there is a summary of each work element, and the details of these work elements begin on page 83. Staff decided this year to separate the discretionary grants into a separate section (starting on page 343). Ms. Wasmund stated that SANDAG has applied for these discretionary grants and if we are successful in getting the grant funds, then we wouldn’t have to amend the budget to include this funding.

Councilmember Madaffer asked about the local match sources. Ms. Wasmund said that has yet to be determined. If we obtain some of the discretionary grants, we may shift staff time between projects. If we change what we said we are going to do, then we would have to obtain Board approval.

Supervisor Jacob asked if there is a budget. Ms. Wasmund referred to page 392, and noted that there are two sections, the first is by revenue source and then on page 396, the same projects are listed by expenditure category. Ms. Wasmund noted that the SANDAG Executive Director has some discretion for change, but the Delegation of Authority policy states that if we need to move more than $100,000 from one project to another we have to
come back to the Board for approval. Supervisor Jacob asked for a copy of the Delegation of Authority policy.

Ms. Wasmund indicated that page 407 lists all of the work products, and page 415 lists the Caltrans planning activities and a glossary. The OWP concentrates on four priority areas: regional planning efforts resulting from consolidation, implementation of the Regional Comprehensive Plan (RCP), advancing the Regional Transportation Plan (RTP) and the Regional Transit Vision, and direct support of the TransNet Extension effort including implementation of key TransNet projects. The proposed work elements are in priority order. Attached to the agenda item is a one-page, double-sided list that shows the priority order by major category.

In response to a question by Councilmember Ryan, Ms. Wasmund stated that the discretionary grant revenue has not been included in the list of OWP program revenues on page 392. Councilmember Ryan asked if the grants are approved would staff bring this back to the Board. Ms. Wasmund clarified that staff would only come back to the Board for action if significant resources needed to be shifted from one project to another. Ms. Wasmund offered to report that to the Board in the form of an amended list of projects. Councilmember Ryan agreed that would be helpful.

Supervisor Jacob asked about the total funding for SANDAG. Ms. Wasmund indicated that it is $42.3 million. The budget is composed of several parts: the OWP, which is the “operations” part, there is a capital part of the budget, and an administration part. SANDAG has previously approved the transit list of capital projects. In May, staff will bring back the whole picture with the capital, OWP, and the administrative section. Supervisor Jacob asked staff to provide a total for each subarea listed on page 392.

Supervisor Jacob asked for an explanation of the differences on page 394 between 70001, Intergovernmental Relations, and 70009, Program Management and Government Relations. Ms. Wasmund replied that Intergovernmental Relations is a new task and a new role consolidating our lobbying efforts here at SANDAG. The Program Management and Government Relations item includes the efforts of Ellen Roundtree and coordinating the Legislative Analyst’s Office (LAO) review and report on consolidation. Staff agreed that these two items could be merged. Supervisor Jacob questioned the amount of $800,000. Ms. Wasmund responded that this is a merged function from the three organizations. Supervisor Jacobs asked if there will be a cost savings in this category. Chair Morrison stated that there would be a savings to consolidate lobbying efforts but we are also adding the LAO report, which is a new work task required in the consolidation legislation.

Supervisor Jacob asked that the corresponding page numbers be added to the task list to facilitate summary referencing.

Supervisor Jacob noted that it is difficult to see if there is any cost savings as a result of consolidation. Chair Morison stated that there are benefits of merging but they may not be related as much to cost savings as to better efficiency, better products, and improved product delivery. Councilmember Ryan added that there was not a lot of functional redundancy among the three agencies.
Ms. Wasmund introduced each of the other Department Directors to provide individual reports.

Leslie Campbell, the Director of Administration, commented about the teamwork that went into development of the budget and the functions. Staff had to trim down the budget while continuing all of the priority functions. The Indirect budget has decreased from 60 percent to 55 percent, but this is a function of ratio and the ratio has changed. We have been experiencing some cost savings and cost avoidances such as with the new telephone system and the new accounting system. We needed to obtain a new telephone system to accommodate the increased number of staff; however, the cost for this new system was only 15 percent more than the amount we were paying for the old telephone system. We were also able to “piggyback” onto the MTDB accounting system contract for less than $120,000 rather than paying $2 million to purchase a new accounting system. As part of reducing the budget to meet the lessened revenue, the equipment and office expenses line item has been reduced. We are also planning to use more electronic media rather than hard copies for document distribution. As a result, we have held the postage amount at status quo.

Ms. Campbell reported that the cost for the Public Employees Retirement System (PERS) increased from 13 percent to 19 percent, which is a function of the economy. We are also expecting increased health costs. We are cutting back in other areas to keep these benefits funded. The office lease was expiring, and the new lease is 39 percent more, but it includes the increased space requirement as a result of personnel being transitioned from MTS and NCTD to SANDAG as part of consolidation.

Jeff Tayman, the Director of Technical Services, reported that the newest initiative is the consolidation of ARJIS and the Public Safety Committee. Because of ARJIS we have an increased presence in the public safety area. Some specific initiatives we will be proposing are to help reduce gun violence, deliver real-time information to officers in the field, and a new sex offender registry.

Mr. Tayman said that related to Information Systems, the charge is to enhance our business practices through the effective use of technology. Transportation modeling is a real key part of the department and we will be improving our traffic modeling capabilities. We hope to enhance our tools with simulation and improved visualization capabilities. We will also be implementing new GIS tools and will have a renewed emphasis on interregional commuting information. Further, we will update the economic prosperity strategy next year and better leverage our internal technology resources. We have formed a partnership to purchase airborne imagery. We also have a software licensing arrangement with Riverside County for a 30 percent cost reduction. The result will be an enhanced product line and more cost-effective delivery of our product line that maximizes agency effectiveness. Several additional projects will be conducted if grant funding is received.

Councilmember Madaffer asked about task 200016, Reflections. Mr. Tayman replied that this will evaluate a program that seeks ways to prevent youthful offenders from re-offending.

Councilmember Madaffer asked about the assessment of the Syringe Exchange Program. Mr. Tayman replied that we have been asked to study the effectiveness of the City of
San Diego’s Syringe Exchange Program. We are preparing a report to the City on this program that will be submitted in the next week or so.

Councilmember Feller asked what constitutes the success of this program. Mr. Tayman responded that the persons involved in this program would be healthier as a result of using clean needles.

Councilmember Madaffer asked if the City of San Diego is paying SANDAG for this work. Ms. Wasmund stated that all of the ARJIS tasks are totally separately funded.

Councilmember Madaffer asked if there were any ARJIS projects related to coordination with the federal Department of Justice. Mr. Tayman indicated that there are several projects that are federally funded initiatives. As we get new specific grants, we will pull them out as separate work elements.

Mayor Padilla commented that it bodes well for SANDAG to be involved in coordinated security efforts with the Federal Government. Chair Morrison agreed and said that an important issue is getting the message out about the programs that SANDAG is involved in.

Bob Leiter, the Director of Transportation and Land Use, indicated that there are three divisions in his department: Land Use and Environmental Planning, Border Planning, and Transportation Planning. One permanent position is being added this year to cover a temporary position related to the Coordinated Transportation Services Agency (CTSA). This position will be funded using the resources for the temporary position. One of the Division Directors will be retiring this year, and this position will not be filled. The major activities for each division were reviewed. He said that we will be internalizing work that in the past has been done by consultants. This is now a more efficient and cost-effective in-house process for projects needing California Environmental Quality Act (CEQA) review and the permitting process with the wildlife agencies.

Councilmember Ryan asked if the streamlined process through the wildlife agencies is something that other member agencies will be able to take advantage of. Mr. Leiter replied that staffing levels are primarily focused on SANDAG projects, but if there is an interest by local jurisdictions for SANDAG to assist in that effort, we can look at that over time.

Supervisor Jacob questioned why there were two tasks related to transportation for seniors and the disabled. Mr. Leiter stated that SANDAG is coordinating a program for seniors and the disabled for specialized transportation services; however, we are not taking over the operation of the transportation services. Supervisor Jacob asked about the funding limit. Mr. Leiter replied that it is for staff time.

Supervisor Jacob asked about the possible merging of the two tasks related to coordinating senior and disabled transportation services. Kim Kawada, Principal Transportation Planner, replied that staff could look at merging these two tasks and determine if any staffing cost savings could be used for transportation services.

Mr. Leiter stated that Borders Planning will retain its current levels of staff support. We also have a tribal government liaison. In the Transportation Planning Division, staff report to
the Transportation Committee and a number of working groups. An update of the Regional Transportation Plan (RTP) is in this work program, but we won’t start on this task until January of 2005 because there is a chance that the required timing for the update will be changed from every three years to every four or five years.

Chair Morrison noted that SANDAG brought up this issue at the General Assembly of the recent National Association of Regional Councils (NARC) conference. SANDAG has played a big part in bringing this timing issue to the attention of others.

Mr. Leiter noted that his department is also involved in subregional planning efforts and project development planning for transit facilities.

Chair Morrison stated that staff has been looking at overlaps for possible savings in efficiencies and costs. Mr. Leiter added that we have been able to reduce expenditures for consultant services.

Jack Boda, Director of Mobility Management and Implementation, said that one of the key efforts will be to combine the best practices from the three agencies (SANDAG, MTS, and NCTD) and Caltrans to produce a project standards manual. He said that many of the highway projects have been impacted by the state budget; therefore, some staff efforts have been used to work on other projects thereby reducing consultant costs. There is a new initiative to create a project management element within the department but we will have to scale back on software and training. Another new initiative to create an intelligent transportation system (ITS) will proceed. In the last couple of weeks, we have looked at ways we can be more efficient. As a result, we have scaled back some contracting and marketing efforts and are utilizing students and existing staff. We met with San Diego SAFE and looked at the opportunity to move $1.5 million to this program with no additional staff time. We are also looking at a way to revolutionize the Freeway Service Patrol program. If we can reduce the number of tow trucks and add more pickup trucks we can work more efficiently and expand the service without increasing the budget. He also mentioned a number of projects where staff will partner with other entities for various programs including a pilot project in Chula Vista to provide commuter services in the South Bay using money from developers and the Air Pollution Control District (APCD), working with the City of Encinitas for grade separations for future pedestrian overcrossings, working with private industry to display real-time planning information at no cost to SANDAG, and beginning the design of the 511 traveler information program to consolidate existing services under one umbrella.

Councilmember Ryan asked if the in-house environmental work will help project implementation. Mr. Boda said that most of the project environmental work for his department will be done by consultants; however, we will look at what can be done in-house.

Ms. Wasmund reviewed the recommendation to release the draft OWP for review and comment, and noted that it will be presented to the Board in two weeks. In April, all of the comments with staff responses will go to the Board for approval of the final draft OWP. In May, staff will bring back the entire document including operations, capital, and
administration for the Committee’s review. Final adoption is scheduled for the Board meeting in June.

Chair Morrison reiterated some of the changes requested by Committee members including page references and computing the section totals. He added that the ongoing theme is to continue to look at where we can deal with overlap and functions in consolidation.

Supervisor Jacob asked to see the total Full Time Equivalent (FTE) for each category and the overall total for SANDAG. She also asked for a list of staff salaries and benefits. Ms. Wasmund said that information is provided by classification. Supervisor Jacob asked if there would be a problem with providing the salary and benefit information per staff member. Legal Counsel stated that specific information related to individual employee deductions is not available for public review.

Councilmember Crystal Crawford asked for more detail on the contract services category on page 398. Staff replied that the details are included in the OWP. Councilmember Crawford noted that about half the operating budget is for contract services.

Councilmember Ryan asked if the Freeway Service Patrol system is being expanded to include the newly constructed portions of State Route (SR) 52 and SR 125. Staff responded not at this time; we will be adding pickup trucks to existing routes.

Councilmember Ryan stated that at some point in the future we will need to add these freeway sections. The public will ask why we are expanding service on existing pieces of the freeway and not adding basic service to areas without existing service. Chair Morrison stated that SD SAFE is part of the congestion relief program. Councilmember Ryan pointed out that SR 52 out of Santee is heavily congested and is not currently being served. Staff noted that we currently pay two California Highway Patrol (CHP) officers to patrol the areas. Studies have shown that there are more breakdowns on existing routes and expanding the service at this time will reduce the response time. Staff agreed to look at expanding the service in the future. San Diego SAFE will approve a budget including an experimental project that will replace two tow trucks with two pickup trucks. This could save money that could be used to expand service. This item will come back to the SANDAG Board some time next year.

Supervisor Jacob expressed her appreciation to staff members Jack Boda and Craig Scott for their presentations at a recent meeting.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Feller, the Executive Committee unanimously voted to distribute the draft OWP for review and comment by local, state, and federal agencies; and interested organizations and individuals on behalf of the SANDAG Board of Directors.

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

Staff reported that the Regional Planning Committee requested that an additional item be placed on the March 26 Board agenda related to submitting comments to the California Public Utilities Commission (CPUC) on the cost allocations for long-term energy contracts.
Action: Upon a motion by Mayor Pfeiler, and a second by Councilmember Ryan, the Executive Committee unanimously voted to approve the agenda for the March 26, 2004, SANDAG Board of Directors meeting, as revised.

8. UPCOMING MEETINGS

The next Executive Committee meeting is scheduled for April 9, 2004.

Chair Morrison noted that he saw Ms. Sunne McPeak, State Secretary of Business, Transportation, and Housing, in Washington, D.C., recently. She asked when she would be receiving her invitation to next year’s SANDAG Board Retreat. She stated that she is using SANDAG as a model organization for other counties in California.

9. ADJOURNMENT

Chair Morrison adjourned the meeting at 10:42 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
#### MARCH 12, 2004

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CONSOLIDATION UPDATE: TRANSFER OF TWO INFORMATION TECHNOLOGY POSITIONS FROM MTDB TO SANDAG

Introduction

The Consolidation and Transition process under Senate Bill (SB) 1703 has been ongoing for the last nine months. The last area remaining under evaluation deals with the Information Systems/Information Technology (IS/IT), and the Intelligent Transportation Systems (ITS). Management of SANDAG and MTDB recommend the transfer of the Administrator of Information Technology to manage the various ITS capital projects transferred to SANDAG and one Systems Engineer I/II to provide IS support for the 61 MTDB staff members already transferred to SANDAG. MTDB is scheduled to take action to approve this transfer on April 15, 2004.

It is my RECOMMENDATION that the Executive Committee recommend that the Board of Directors approve transfer of the Administrator of Information Technology position and one Systems Engineer I/II position to SANDAG, amend the FY 2004 Overall Work Program, and authorize the adjustment of the budget to reflect these changes.

The positions and funding will be deleted at MTDB and added to SANDAG, effective April 24, 2004.

Discussion

The Senate Bill (SB) 1703 Consolidation and Transition Process is almost concluded. The last area to address is the Information Systems/Information Technology (IS/IT) function, which also includes our various Intelligent Transportation Systems (ITS) projects. These ITS projects have been transferred as capital projects to SANDAG, e.g., the procurement of Smart Card Technology, Radio Systems, Automatic Vehicle Locator, and real-time Bus/Trolley Information Signage will be implemented as regional projects by SANDAG.

Therefore, to continue his project management for these efforts, we recommend that the Administrator of Information Technology position be transferred to SANDAG. That position will be directly responsible for design, deployment, and support of regional ITS. The position’s primary purpose is to align ITS strategies with regional objectives for mobility management through recommendations for technologies, policies, projects, and staffing, which comply with federal mandates and support statewide efforts. The position will serve as a liaison to the various regional operators and municipalities for strategic technology, planning, and deployment in the areas of operation, data collection, reporting, and regional/statewide integration. The position will coordinate with various stakeholders through defined committees for technology deployments,
provide recommendations for agency use and local support and actively solicit input and feedback on the performance and enhancements of the various systems. The position will also be responsible to ensure that agree-upon levels of service and system availability of regional systems are maintained through the direction of back-end support technical staff through consultants, contractors, and the operators.

Staff of MTDB and SANDAG have also examined the need for the transfer of IS support staff in light of the transfer of 61 MTDB staff members to SANDAG. To maintain consistent quality of support of the individual personal computers of that transferred staff justifies the transfer of at least one trained and experienced IS support person. The consolidated financial programming and construction activities require significant levels of support, both in terms of people hours and in terms of complexity. Therefore, we are recommending the transfer of one Systems Engineer I/II to assist in the workload.

The transfer of these two positions would be effective on April 24, 2004, upon approval of SANDAG and MTDB and the respective budgets of the two agencies being adjusted to reflect the transfer of these two positions, likewise as of April 24, 2004.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Jack Limber, (619) 699-1947; jli@sandag.org
REVIEW OF FY 2005 OVERALL WORK PROGRAM COMMENTS

Introduction

This item provides a revised version of the FY 2005 Overall Work Program (OWP). 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 initially determined by the priorities, mandates, and agency designations established at SANDAG, and balanced against available local, state, and federal funding. Throughout the review process from January to May, this planning and funding document evolves in an attempt to optimize the various needs of the Board, the SANDAG management team, transit and other member agencies, and funding realities. The attached Draft OWP is the latest draft in this interactive process, which will culminate in a final OWP, which will be approved as part of the Program Budget in June.

Therefore, it is my

RECOMMENDATION

that the Executive Committee review the comments received and responses and provide appropriate direction.

Discussion

The Executive Committee reviewed a draft list of proposed FY 2005 work elements at the meeting on February 13, which included a statement of objectives for each job. On March 12, the Executive Committee reviewed the first draft of the full document, which included a summary of expenditures and funding for each project. At the March 26 meeting, the Board of Directors also reviewed a draft of the full document. Along with other continuing revisions, the current draft incorporates the following comments received at those meetings:

1. Subtotals were added to each section of the project summary (now in Chapter 6) to more easily compare the balance of resources. Full-time equivalents are shown for each category.

2. Page references were also added to the project summary for easier access to the full description of objectives and tasks to be completed

3. The entire list of projects were evaluated again with an eye toward duplicative efforts that may have resulted from consolidation
4. A process was determined for projects subject to new discretionary grants, so that as grants are approved, a project listing will be brought back to the Executive Committee for approval.

5. The Regional Energy Planning Coordination effort has been included for $146,000 which is the estimate of the unspent funding at the end of FY 2004. Additional funding is being sought.

6. A disclaimer has been added on the front page to clarify SANDAG’s support role in some of the potentially controversial social programs.

As of this draft, the comment period for member and other agencies is still open. Responses to the comments received will be discussed at today’s meeting and at the April 23 Board Meeting. The Intermodal Planning Group (comprised of representatives from Caltrans, Federal Highway Administration and Federal Transit Administration) is scheduled to meet on April 6 to discuss their comments and our responses. Responses to all the comments received will be discussed at today’s meeting and at the April 23 Board Meeting. Appropriate changes as directed by the Executive Committee and the Board will be incorporated into the next draft for review in May.

GARY L. GALLEGOS
Executive Director

Enclosure

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SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2005
OVERALL WORK PROGRAM
SUMMARY OF OBJECTIVES
REGIONAL COMPREHENSIVE PLANNING PROGRAM

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.
11094 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.

11095 TRAVELER INFORMATION-511 SERVICE. 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.

11102 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.

11103 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

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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.
20004 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.

20005 DEMOGRAPHIC AND ECONOMIC ESTIMATES AND FORECASTS. 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.

20006 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.

20007 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

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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 threefold. First, we provide technical assistance and support to local jurisdictions, economic development organizations, and other agencies, helping them to address issues that impact the regional and local economies. This work program also 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, we provide technical assistance to local jurisdictions and other agencies on a broad range of issues that impact municipal budgets and financial conditions. We also develop outreach strategies related to the financial relationship between the state and local governments. Third, we provide fiscal and economic analysis to support the SANDAG work program, including the Regional Transportation and Comprehensive Plans. Emphasis in FY 2005 is to complete the update of the Prosperity Strategy and continue our efforts to reach consensus locally on state-local fiscal reform.

20014 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.

20016 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.

20018 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.

20019 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.

20021 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 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

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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. The objective of this work element is to measure drug use and other behavior trends among at-risk juvenile and adult arrestees. As part of this project, SANDAG interviews youth and adults arrested and booked into San Diego County's Juvenile Hall and local detention facilities bi-annually about their alcohol and drug use history. Emphasis in FY 2005 is to conduct at least 500 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. 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

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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.

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

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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.

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: integrating the

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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.

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) Urban Design; (3) 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.

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) Implementation; coordination with local jurisdictions on integration of transit alignments and stations with local and use and transportation plans; and

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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 Implementation, 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 travel 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 the first phase in the development of a Regional Bikeway Plan, which will focus on better defining the regional bikeway corridors established in the RTP. 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 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.

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**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.

**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.

**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 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.

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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) Implementation (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. 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).

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

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; (3) continuing development of a long-term management plan for shoreline and near-shore habitat and resources; and (4) coordinating with state and federal agencies on the development of the California Coastal Sediment Management Master Plan. This element is included as part of the Healthy Ecosystem Component of the RCP.

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 Implementation (work element 30002).

REGIONAL ENERGY PLANNING COORDINATION. The objectives of this work element are to: (1) coordinate the implementation of the Regional Energy Strategy; (2) coordinate regional energy planning among the jurisdictions, industry, consumer representatives, environmental organizations, and other interested entities; (3) staff the Regional Energy Working Group; (4) work with federal and state energy planning and regulating agencies to help the region attain energy self-sufficiency; and (5) promote coordination in energy planning with other regions. In FY 2005, the emphasis will be on forming the Regional Energy Working Group and implementing the Regional Energy Strategy.
30032 BORDERS PLANNING AND COORDINATION. The objective of this work element is to coordinate border-related planning and implementation activities in the areas of transportation, access to jobs/housing, economic development, homeland security, energy/water, and the environment. 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 governments in Imperial, Riverside, and Orange Counties, tribal governments, and the Republic of Mexico; (3) identifying funding opportunities to support coordinated interregional and binational planning efforts; and (4) developing new partnerships and information sharing tools to support interregional and binational planning. This work element supports the Borders Committee. Related work elements include Interregional Partnerships (30033) and Tribal Government Liaison (70006).

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 other interregional partnerships 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 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: (1) to monitor and respond to regional water supply issues; and (2) to provide technical assistance to local jurisdictions regarding water supply issues. These objectives will be met primarily by continuing the partnership that SANDAG has with the San Diego County Water Authority (CWA) to address water supply issues on a regional level. During FY 2005, the emphasis will be on strengthening SANDAG’s relationship with the San Diego CWA to help implement the strategic initiatives identified in the Regional Comprehensive Plan (RCP) (work element 30002).

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 recommended improvements or programs. Emphasis in FY 2005 will be to

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

**Bold** indicates new programs, projects, tasks, or emphasis areas for FY 2005.
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 transit operators. The emphasis in FY 2005 is to bring several of these systems online, including integrating functions of participating agencies.

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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.

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

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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.

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) Implementation (work element 30002), the Regional Transportation Plan (RTP) (work element 30004), and the Congestion Management Program (CMP) (work element 40003).

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 social equity and environmental justice 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.

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,

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with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. FY 2005 activities include: (1) monitoring the performance of the Regional Comprehensive Plan (RCP) Implementation, 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.

70006 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.

70009 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.

70010 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 group, transit customers.

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

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any work on specific contracts or projects. Emphasis in FY 2005 is to (1) provide professional services to our established client base, including enhanced transportation modeling services and labor market information; and (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.
LEGISLATIVE STATUS REPORT

Introduction

An update of federal and state legislative activity since the last report organized by SANDAG’s Legislative Goals is attached. Changes are shown in bold. A summary of some of the highlights which include: the reauthorization of the multi-year Federal Transportation Program, known as TEA-21 (Transportation Equity Act for the 21st Century), a recently introduced federal rail security bill, the State Freeway Service Patrol Grant Program measure, and the SANDAG-sponsored bill on Value Pricing are discussed below.

Federal

Transportation Reauthorization

On March 24, 2004, the U.S. House Committee on Transportation and Infrastructure (T & I) approved House Resolution (H.R.) 3550, the “Transportation Equity Act: A Legacy for Users” (TEA LU). TEA LU provides $275 billion in federal funding for the nation’s highway ($225 billion) and transit ($51 billion) programs for the next six years. This action was $100 billion lower that the original reauthorization plan that the House T & I Committee introduced on November 20, 2003. Recognizing that the projected need for the nation’s highways and transit systems is at the higher level, the T & I Committee unanimously approved by a voice vote a $375 billion, six-year funding bill. The $275 billion version could only provide modest increases to the minimum guarantee returned back to the states from the current 90.5 percent to approximately 91.5 percent. The proposal includes a “re-opener” provision that has a potential to add more funding next year. The full House began debate on the scaled back $275 billion proposal on March 31, 2004. The process is very fluid and vote results that were anticipated on Friday, April 2, 2004, were unknown at the time of agenda printing. An update will be provided at the meeting. Some of the significant issues include minimum guarantee rates of return to the states, whether high-priority projects are counted against the minimum guarantee, and the percentages of dollars allocated to Metropolitan Planning Organizations (MPOs) for planning purposes.

The House bill includes nearly $349 million in discretionary federal funding for transportation projects in San Diego over the six-year period: $268 million for the two committed Full Funding Grant Agreements, Mission Valley East, and the Sprinter, $4.2 million for bus and bus-related projects, and $76.2 million listed under the high-priority projects category.

The Senate’s bill, “Safe, Accountable, Flexible, Efficiency Transportation Equity Act of 2004 (SAFETEA),” that passed on February 12, 2004, authorizes $318 billion for highway ($262 billion)
and transit ($56 billion) programs and provides for a 95 percent return to states by FY 2009. The Senate Bill does not include funding earmarks.

A reconciliation of both the House and Senate bills would be addressed in conference. The House proposal represents a 25 percent increase from the current TEA-21 funding level of $218 billion, while the Senate proposes a 46 percent increase. A Statement of Administration Policy issued on March 30, 2004, stated that senior policy advisors would recommend to the President a veto on any proposal authorizing more than the Administration’s six-year, $256 billion bill. They would also recommend a veto for the re-opener clause. The $256 billion funding level would represent a 17 percent increase over TEA-21.

The current extension expires on April 30, 2004.

Other Significant Federal Legislation

In response to the devastating bombing in Madrid, Spain, on March 12, 2004, Senator Hollings introduced the Rail Transportation Security Act (S. 2216). Fifteen Senators have signed on as co-sponsors including Senator Barbara Boxer. In general, the bill requests the Secretary of Homeland Security, in consultation with the Secretary of Transportation, to assess the security risks associated with freight and intercity passenger rail transportation, and develop prioritized recommendations for improving the security of rail infrastructure and facilities, terminals, tunnels, rail bridges, rail switching areas, and other areas identified as posing significant rail-related risks to public safety and the movement of interstate commerce. The bill would authorize $515 million for appropriation by the Secretary of Transportation to carry out sections of the act in FY 2005. The bill also authorizes the Secretary of Transportation to appropriate in FY 2005 $777 million under a Life Safety and Infrastructure category to Amtrak for tunnels in New York, Baltimore, and Washington DC.

The House spring recess is April 5-16, 2004; while the Senate’s recess is April 12-16, 2004.

State

Freeway Service Patrol Grant Program (Assembly Bill [AB] 2498-Longville)

Existing law, the Freeway Service Patrol Act, authorizes a freeway service patrol system managed by the California Highway Patrol, the Department of Transportation, and a regional or local entity to provide emergency roadside assistance on a freeway located in an urban area. AB 2498 would designate a formula-based allocation with a baseline funding allocation of $21.279 million. This number is consistent with prior years’ allocation. The bill also permits other entities to enter this program. Unless the allocation of funding for the program increases, existing participating entities, such as SANDAG, will lose dollars needed to run their existing programs.

Value Pricing (AB 2032-Dutra and Kehoe, Coauthors Houston, Horton; Principal Coauthor: Alpert

Assembly Bill 2032 would provide for the expansion SANDAG’s Interstate 15 (I-15) FasTrak program to other corridors in San Diego, consistent with the MOBILITY 2030 Plan. Essentially the bill would authorize high occupancy toll (HOT) lanes that allow single-occupancy-vehicles (SOVs) to access a
high-occupancy vehicle (HOV) lane during peak congestion periods in exchange for a fee. This bill is sponsored by SANDAG, the Alameda County Congestion Management Agency, the Alameda County Transportation Improvement Authority, and the Santa Clara Valley Transportation Authority. The success of SANDAG’s I-15 FasTrak program will be a key factor in gaining support of this bill. Understanding that HOT lanes increase the efficiency of the transportation system by taking advantage of existing capacity without forgetting the congestion mitigation and air quality benefits provided by HOV lanes, the bill includes language ensuring that Level of Service C is maintained at all times. The bill includes language restricting the use of the revenues generated to direct expense related to the operation, maintenance, and administration of the program. Any remaining revenues would be restricted for use exclusively for transportation-related projects and the improvement of transit service, including but not limited to operations.

The Budget

We are all anticipating the revision of the Governor’s Budget, known as the May revise. On April 14, 2004, the Senate Budget and Fiscal Review Subcommittee No. 4 will meet to address transportation.

State Schedule

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

GARY L. GALLEGOS
Executive Director

Attachment

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>
<thead>
<tr>
<th>General Description of Goal</th>
<th>Priority</th>
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<tbody>
<tr>
<td>Reauthorization of ½ 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</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Planned for the November 2004 Ballot. At the March 19, 2004, special SANDAG Board meeting, the Board directed staff to rework the TransNet Extension and Expenditure Plan for a 40-year period.</td>
</tr>
<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</td>
<td>Support</td>
<td>2002</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 three years to five years, and requests for earmarks for projects as included in the list of priority projects.</td>
<td>3</td>
<td>Highest</td>
<td>Support/ Sponsor</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>The current extension of TEA-21 expires on February 29, 2004. 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 (T &amp; I) 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. The House T &amp; I Committee passed a $275 billion six-year bill on March 24. The bill includes a re-opener to increase the guaranteed</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></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 January 20, 2004; 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>
<td>A variety of housing bills relating to land use, housing elements, and local planning: AB 1970 (Harmon), authorizes a city that meets specified requirements to adopt a housing element that makes no provision for new housing or the share of regional housing needs; AB 2158 (Lowenthal), defines existing and projecting housing need; AB 2358 (Mullin), allows a city or county to reduce its share of regional housing needs by 15 percent under prescribed conditions, SB 1777 (Ducheny), changes the requirement for the Department of Housing and Community Development to update the statewide housing plan from two years to four years.</td>
</tr>
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## STATUS OF LEGISLATIVE GOALS FOR CY 2004

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<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</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>AB 1320 (Dutra), Transit Village Plan, relates to the Transit Village Development Planning Act and states that the plan must show 13 public benefits: traffic relief, infill and resource preservations, air quality, improvements, pedestrian safety, increased transit revenues, nearby retail, more affordable housing, job opportunities, neighborhood redevelopment, cost-effective infrastructure, live-work options, increased local tax, and reduced energy consumption; the bill also defines transit to include rail stations, light rail stations, ferry terminals, a bus hub or a bus transfer station. Passed Assembly Floor January 22, 2004, passed Senate Local Government Committee on March 24, 2004.</td>
</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</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>It is anticipated that Senator Ducheny will be introducing a bill on fiscal reform. SB 1212 (Ducheny) has been introduced and set for hearing on April 21, 2004. Signatures are currently being collected for another proposal, the California Home Rule Amendment, planned for the November 2004 ballot. 598,105 signatures must be collected by April 30.</td>
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### Status of Legislative Goals for CY 2004

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<tr>
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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>2003</td>
<td></td>
<td></td>
<td></td>
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<td>On December 17, 2003, Governor Schwarzenegger exercised his executive branch power to ensure that scheduled payments will be made to cities and counties. Section 27 of the 2003 Budget Act allowed the Governor to spend approximately $2.7 billion for local governments over the balance of the current budget year. In addition, $150 million in current year spending was re-directed to local governments. Bills introduced related to Vehicle License Fees: AB 1935 (Bogh) expands lists of circumstances that demonstrate a hardship; AB 1804 (Dutra) repeals existing law related to VLF offset-set for Assembly Revenue and Taxation Committee on April 12, 2004.</td>
</tr>
<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>2002</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
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<td></td>
<td>Transportation funding is at great risk of being reduced. There have been discussions that the Governor is considering reversing the $189 million included in the 2003/04 state budget for the TCRP (Traffic Congestion Relief Program). There has also been speculation that the entire TCRP program (141 projects) might be reversed. The legality of doing so has not yet been determined. The fund estimate for State Transportation Improvement Program (STIP) anticipates zero funding for the 2004 cycle. Transit funding in the form of State Transit Assistance (STA) is also likely to be at a reduced level. The Administration must submit a balanced budget by January 10; more information</td>
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## STATUS OF LEGISLATIVE GOALS FOR CY 2004

### General Description of Goal

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#### Efforts assisting in the implementation of key environmental efforts including habitat conservation, planning beach restoration and replenishment, and water quality issues.

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<tr>
<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 and maintains the shores, beaches, and other coastal resources of the United States and maintains funding levels to carry out beach and shore protection projects. AB 392 (Montanez) establishes a grant program for Community Based Transportation Planning and Environmental Justice: a single grant could not exceed $300,000.</td>
</tr>
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#### Mechanisms and funding to provide for the implementation of Mobility 2030 including Congestion Pricing Program, Managed Lanes, High-Occupancy-Toll (HOT) Lanes, and the alleviation of current constraints on transponder technology; and other mechanisms that provide for more efficient use of highways and local roads.

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<tr>
<td>11</td>
<td>High</td>
<td>Support 2002/2003</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>AB 1279 (Horton) Inactive File, addressing the High-Occupancy-Vehicle (HOV) lane concept was introduced last year. Discussions with Senator Dede Alpert to assist with this legislation have begun; also Assemblymember John Dutra, serving Northern California, is interested in a pilot program similar to the Interstate 15 (I-15) FasTrak program in San Diego. SANDAG has been</td>
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<tr>
<td>working with Santa Clara and Alameda Counties on a joint bill related to the HOV concept. Dutra’s bill, AB 2032, is set for the first hearing on April 19, 2004, of the Assembly Transportation Committee.</td>
<td></td>
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<tr>
<td>Extending the housing element self-certification pilot program; participating in activities related to legislative and administrative reform of the state housing element law.</td>
<td>12</td>
<td>High Sponsor/Support</td>
<td>2002</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>SB 492 introduced last year by Senator Ducheny; a statewide approach is currently under consideration. This passed out of the Senate Special Consent Calendar on January 28, 2004, and sent to the Assembly on January 29, 2004; currently held at desk. AB 2980 (Salinas) Housing Element: Self Certification introduced on February 20, 2004, provides alternative production based certification of its housing element and includes eligibility for state housing funds to a city or county introduced.</td>
</tr>
<tr>
<td>Transit boards’ legislative program consistent with SANDAG policy.</td>
<td>13</td>
<td>High Support</td>
<td>2002</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<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. Both of the Transit Boards and SANDAG jointly presented the Federal Transportation Agenda to San Diego Delegation in March 2004. AB 2085, a bill to increase penalties for violations of railroad crossings was introduced by Montanez on February 17, 2004.</td>
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<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 Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>The final FY 2004 Consolidated Appropriations bill included the $3 million for SR 905.</td>
</tr>
<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 Support/Sponsor</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>There have been a variety of bills introduced related to energy: AB 1966 (Campbell) would develop incentives to produce hydrogen; AB 2473 (Wolk) related to the use of solar energy; AB 2484 (Ridley-Thomas) related to streamlined energy coordination.</td>
</tr>
<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 Support</td>
<td>2003</td>
<td></td>
<td></td>
<td></td>
<td></td>
<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>
</tr>
<tr>
<td>Aggressively seek Homeland Security Funding for ARJIS, and transit and freight corridors.</td>
<td>17</td>
<td>Medium Sponsor</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<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 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</td>
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<tr>
<td>Generation of new revenue sources and maximizing flexibility in the use of federal and state dollars, and increase regional decision-making authority.</td>
<td>18</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Regional Councils (NARC) Conference held in Washington, D.C., visited the delegation on the subject of Public Safety and Homeland Security. Federal Bill S. 2216 would create authorization for funding railroad security programs. 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). SB 1614 (Torlakson) imposes a 10 cent fee on each gallon of gas, 9 cents of the revenues to be used to finance maintenance, operation, and construction of the state highway and local streets and road system, 1 cent for environmental programs to mitigate the air impacts of motor vehicles.</td>
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<td>Legislation resulting in cost efficiencies and savings.</td>
<td>19</td>
<td>Lower Monitor and Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Legislation related to personnel matters, i.e., Workers Compensation, Public Employees Retirement System (PERS), benefits.</td>
<td>20</td>
<td>Lower Monitor and Respond</td>
<td>2003</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>There was a myriad of bills related to Worker's Compensation Introduced in the extraordinary session; a high priority of Governor Schwarzenegger is Workers Compensation Reform.</td>
</tr>
<tr>
<td>Legislation affecting solid waste, water supply, and storm water; support funding opportunities to assist in these areas.</td>
<td>21</td>
<td>Lower Monitor and Respond</td>
<td>2003</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>FY 04 Appropriations: $750,000 for San Diego Water Authority; water desalinization program, $800,000 for the Olivenhain Municipal Water District.</td>
</tr>
<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), and CTA (California Transit Association).</td>
<td>22</td>
<td>Lower Support</td>
<td>2003</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>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.</td>
</tr>
</tbody>
</table>
San Diego Association of Governments

EXECUTIVE COMMITTEE

April 9, 2004

AGENDA ITEM NO.: 7

Action Requested: APPROVE

REVIEW OF APRIL 23, 2004 DRAFT BOARD AGENDA

1. APPROVAL OF MARCH 26, 2004 MEETING MINUTES APPROVE

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

4. ACTIONS FROM POLICY ADVISORY COMMITTEES APPROVE

5. APPROVAL OF APPLICATIONS FOR VEHICLES TO TRANSPORT SENIORS AND PERSONS WITH DISABILITIES (Lydia Callis) APPROVE

   SANDAG’s Subcommittee for Accessible Transportation (SCAT) recommends approval of Resolution No. 2004-17, which endorses the scores awarded by the Local Review Committee, finds the applications for federal funds in Section 5310 of the TEA-21 program in conformance with the Regional Transportation Plan, and assures that the projects will be added to the Regional Transportation Improvement Program. These funds are available in statewide competition for social service agencies to purchase vehicles and related equipment that are used to transport elderly persons and persons with disabilities.

6. LOCAL TECHNICAL ASSISTANCE PROJECTS REQUIRING MORE THAN $1,000 OR THREE DAYS STAFF TIME (Jeff Tayman) INFORMATION/POSSIBLE ACTION

   Local Technical Assistance (LTA) policy guidelines require that projects involving more than three days staff time be reported to the Board of Directors. The projects covered in this month’s report are transportation forecast modeling for the City of Encinitas and a survey of public safety personnel who use the San Diego County-Imperial County Regional Communication System.
7. **MASTER MOU WITH TRANSIT BOARDS AND CAPITAL ASSET DISPOSITION POLICY** (Julie Wiley) **APPROVE**

An MOU between SANDAG, NCTD, and MTS is proposed that is intended to establish a central document that includes the current and future agreements between the agencies. The first proposed supplement to the MOU concerns an agreement among the parties regarding ownership of real and personal property. A related Board Policy is also proposed concerning ownership and disposal of real and personal property assets. The Transportation Committee has recommended approval of the MOU and proposed Board Policy No. 28.

8. **U.S. DEPARTMENT OF DEFENSE PROJECTS AFFECTING THE SAN DIEGO REGION** (CAPT Christopher Schanze, USN, CEC, Commander, Southwest Division, Naval Facilities Engineering Command) **ACCEPT**

Each year, the Defense Department provides SANDAG a summary of their activities related to growth management and a listing of its military construction projects for the current fiscal year and the next two fiscal years. Board action would accept the report for distribution to interested agencies and organizations.

9.

10.

**CHAIR’S REPORT**

11. **APPOINTMENT TO SOURCEPOINT BOARD OF DIRECTORS** (Marney Cox) **APPROVE**

(paragraph)

12.

**REPORTS**

13. **PUBLIC SAFETY INFORMATION IN THE FIELD** (Pam Scanlon) **INFORMATION/POSSIBLE ACTION**

Staff will present an overview of the ARJIS Wireless Pilot Project. This project provides handheld devices to officers and investigators for access to law enforcement data and photos in the field. The project will result in a report of findings and recommendations for a production system. A panel of testers will share their experiences using the wireless devices.
14. **STATUS REPORT ON REGIONAL COMPREHENSIVE PLAN (RPC)** (Mayor Lori Holt Pfeiler, Chair of the Regional Planning Committee/Carolina Gregor, SANDAG)

A. **SMART GROWTH OPPORTUNITY AREAS**

The draft RCP calls for greater coordination between land use and transportation, and recommends focusing SANDAG’s transportation investments in support of smart growth. A first step in this direction is identifying “smart growth opportunity areas.” The draft RCP identified several broad categories for smart growth opportunity areas. In the past few months, the RPC and its Regional Planning Technical and Stakeholders Working Groups have been refining the categories. The agenda report includes the updated categories, and forms the basis for modifications to the Urban Form chapter of the final RCP.

B. **STRATEGIC INITIATIVES**

The Implementation chapter of the final RCP will include Strategic Initiatives, or related sets of priority actions that could be undertaken by various groups to implement the key concepts contained in the Plan. The report provides an overview of the Strategic Initiatives.

C. **REMEMDER ABOUT RCP WORKSHOPS**

The third round of workshops on the RCP is underway. Board members are encouraged to attend the remaining workshops. A report summarizing the results of the workshops will be provided next month.

15. **OVERALL WORK PROGRAM**

The FY 2005 Draft Overall Work Program (OWP) was distributed for review and comments to SANDAG’s federal and state funding agencies and to the Member Agencies at the beginning of March. Comments were due March 29, 2004. Staff is meeting with federal and state representations on April 6. All comments received and staff’s written response to each comment and proposed changes to the OWP will be discussed with the Executive Committee at the April 9 meeting. The comments and responses are provided for Board review. The final OWP is scheduled for Executive Committee Review on May 14, 2004 and Board approval on May 28, 2004.

16.  

17.  

18. **UPCOMING MEETINGS**

The next Board of Directors business meeting is scheduled for Friday, May 28, 2004 at 9 a.m.
14. ADJOURNMENT

GARY L. GALLEGOS
Executive Director
CONSOLIDATED RESPONSES TO COMMENTS RECEIVED ON DRAFT OWP
APRIL 9, 2004

Comments are duplicated or summarized from each agency, with the SANDAG response shown below it.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Comment #1: Planning Emphasis Areas and TEA-21 Planning Factors

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration in transportation planning efforts. For FY 2004, we are continuing with the five PEAs identified for FY 2003. Thank you for including your discussion of the PEAs on Pages 47-49 of your document and including the cross-references to the OWP work elements.

Section 1203(f) of the Transportation Equity Act for the 21st Century (TEA-21) established seven planning factors that must be considered as part of the planning process for all metropolitan areas. We encourage SANDAG to include a brief discussion in the OWP that addresses how the seven prescribed factors are considered, analyzed as appropriate, and reflected in the planning process products.

Response #1: The seven planning factors described in TEA-21 have been revisited. A section will be added in Chapter 3 following the PEA discussion (p. 49). See separate handout.

Comment #2: Intelligent Transportation System (ITS) Architecture

We note that in February 2003, SANDAG fulfilled the requirement to establish a regional ITS architecture consistent with requirements of 23 CFR 940.9(d). The current ITS Architecture requirements in 23 CFR part 940 were published on January 8, 2001, and were effective April 8, 2001. These regulations implement section 5206(e) of TEA-21, which requires ITS projects funded through the Highway Trust Fund to conform to the National ITS Architecture and applicable standards. However, we understand that the requirement to establish a maintenance plan that identifies procedures and responsibilities for maintaining the regional ITS architecture, per 23 CFR 940.9(f), has not yet been met. Based on our review of the OWP we are unable to determine what resources, if any, are committed to establishing and maintaining the regional ITS architecture for the SANDAG region. During our IPG meeting we would like to discuss what resources are committed to developing and sustaining the maintenance plan for the ITS Architecture.

The current Project Approval and Oversight Letter of Agreement between the FHWA and the California Department of Transportation states that FHWA will be consulted prior to
beginning Systems Engineering Analysis and Design to determine if the FHWA approval of the Systems Engineering Analysis is required. We request that SANDAG work with Caltrans and the other transportation agencies in the region to identify or “flag” major ITS projects included in your 2004 FTIP submittals. We are flexible in regards to the format and presentation of this information. The identification major ITS projects included in the FTIP will facilitate early FHWA technical assistance to project sponsors in the application of the Systems Engineering process and help avoid delays in project implementation. Major ITS projects are defined as: multi-modal, multi-jurisdictional, or having significant regional impact.

Questions concerning the development of the ITS Architecture maintenance plan should be directed to Mr. Frank Cechini at (916) 498-5005 of the FHWA California Division office in Sacramento, or to Mr. Jesse Glazer at (213) 202-3955 of the FHWA/FTA Metro office in Los Angeles.

Response #2: Yes, we have a standard ITS architecture, and a maintenance plan for each individual project is being implemented. SANDAG staff will be available at the IPG meeting to discuss any additional procedures, maintenance responsibilities, and resources necessary to comply with the regulations.

Our Regional Architecture as approved by FHWA with minor comments is noted in the 2030 RTP. The current IMTMS consultant, NET, is tasked with updating the architecture to address these comments.

SANDAG, as part of formalizing its Intelligent Transportation System Program has dedicated two staff positions to ITS efforts, which include the Architecture. Maintenance plans for individual systems is being addressed as part the region’s “ownership” transfer efforts and will be reflected in an updated ITS Strategic Plan. SANDAG will act as the lead agency and will work with CalTrans, FHWA, and the region’s ITS committees to maintain and update the architecture based on the following:
- When major changes occur in the region’s ITS vision or system deployments;
- When the region adopts new standards; or at a minimum
- As part of any RTP update.

In addition, SANDAG will flag the following major ITS projects.
- 11093 Regional Arterial Management System (RAMS)
- 11094 Regional Automatic Vehicle Location (RAVL)
- 11095 Advanced Traveler Information System (ATIS – 511)
- 40002 Performance Monitoring System (PeMS)
- 50004 Inter-modal Transportation Management System (IMTMS)
- 60006 Automatic Vehicle Classification (AVC)

Financial Planning and Financial Constraint

Comment #3: In our letter dated January 27, 2004, we drew attention to the financial planning corrective action associated with our approval of California’s 2002/03-2004/05 Federal Statewide TIP. Concurrent with the submission of the RTIP for inclusion in the
California STIP, FHWA expected each metropolitan planning organization (MPO) in California to have developed a new or updated financial plan meeting the applicable financial planning requirements of Title 23 USC, the Federal Transit Act, and the joint FHWA/FTA programming and planning regulations in 23 CFR part 450. In the draft OWP, there appears to be little mention of developing or updating the federally mandated financial plan.

We recommend that SANDAG identify the financial plan development and updating activities in the OWP. This could be done under one or more existing work elements, such as: transportation funding administration (40005), regional transportation plan (3004), regional transportation improvement program (4006), TransNet/Financial Management (11102), or as a separate work element to emphasize the importance of financial planning to all components of the metropolitan transportation planning and programming process, including the Plan, FTIP, and related air quality conformity determinations.

Response #3: SANDAG will develop a comprehensive financial plan consistent with the recent ‘Guide to Federal and State Financial Planning Requirements.’ Specifically, the financial plan will include how the RTP/RTIP can be implemented, what resources are reasonably expected (to carry out the RTP/RTIP), and identify any innovative financing techniques to implement projects/strategies. Tasks describing these efforts more specifically will be added to OWP# 30004 (RTP) and OWP #40006 (RTIP).

Work Elements & OWP Sections

Comment #4: Fund Sources listed in the Work Elements Budget Summary: The fund sources listed in each work element budget summary include a fund source titled FTA CMAQ (5309). We recommend that SANDAG revise the funding source descriptions to separate the FHWA congestion mitigation and air quality (CMAQ) program from the FTA 5309 program in the budget summary. Also, because FHWA has two principle programs that support transportation planning, specifically the metropolitan planning (PL) program and the state planning and research (SPR) program, we encourage SANDAG to explicitly identify the FHWA metropolitan planning or “PL” fund source in the OWP work elements budget summary for the work elements.

Response #4: We will be more explicit in the final document, most likely through the use of additional footnotes in the summary tables, and by specific reference in the individual work elements.

Comment #5: Work Elements Supported with Non-Metropolitan Planning Fund Sources: Several of the work elements in the OWP are funded with FHWA program funds other than metropolitan planning program funds (i.e. Work Elements 11095, 50007, 60003, 11093, 11094, and 50004). We remind SANDAG that the approval of the OWP by FHWA/FTA does not constitute the Federal agencies authorization to proceed with work on those activities funded from FHWA programs other than metropolitan planning (i.e. CMAQ, ITS, etc.). Our final approval of the OWP provides authorization only for those proposed planning activities funded with FHWA/FTA metropolitan planning funds.
Response #5: Duly noted. The ancillary work elements are included in the OWP primarily because SANDAG takes advantage of this useful format to consolidate all organizational planning efforts into one document. Additional authorization and funding approvals will be sought as necessary.

Comment #6: FHWA Planning Eligibility Requirements: A number of the work elements in the OWP that are supported with FHWA metropolitan planning program funds also appear to include activities that would not be eligible for funding with FHWA/FTA transportation planning funds (i.e. Work Elements 30001, 30002, 30022, 30026, 30031, 70003, and 70004). Since FHWA metropolitan planning funds can only be used for transportation planning activities, please ensure that these work elements are carried out so that FHWA metropolitan planning funds are used only for eligible transportation planning activities.

Response #6: As in past years, SANDAG’s premise behind using these funds for activities other than direct transportation planning is that transportation problems cannot be solved solely with transportation solutions. The current RTP, MOBILITY 2030, is built around four foundational components: Land Use, Demand Management, Systems Development, and Systems Management. They must be planned together to create optimal mobility for the region. For example, smart growth developments (OWP #30022) that are pivotal to the Regional Comprehensive Plan (OWP #30002) will play an important role in implementing Mobility 2030, while also helping to better balance jobs and housing thereby reducing commute distances. Land Use planning (OWP #30001) also has a significant impact on infrastructure needs. Similarly, housing supply has not kept pace with housing demand in the San Diego region, leading to increased commute lengths and increased traffic congestion. Providing for the housing demand (OWP #30031) through mixed-use development, and medium and higher density housing projects will not only help reduce commute lengths, but also provide the densities needed to support transit service. These efforts cannot be accomplished without regional intergovernmental cooperation (OWP #70003) and public involvement (OWP #70004).

Comment #7: Air Quality Planning/Conformity (Work Element 30013): We recommend that SANDAG revise the description of the last product listed for this activity to read, “Conformity analyses for the 2030 RTP consistent with the implementation regulations for the 8-hour Ozone standard.”

Response #7: The requested change will be made.

We appreciate the ongoing cooperation of SANDAG in addressing the Federal transportation planning program requirements as well as those issues arising during the planning and implementation of transportation improvements in the San Diego region. If you have questions or need additional information concerning the FHWA metropolitan planning program, please contact Wade Hobbs in the FHWA California Division office at (916) 498-5027 or by email at wade.hobbs@fhwa.dot.gov.
Comments received from Federal Transit Administration:


The document is well-written and successfully communicates Sandag's planning work program for the upcoming year.

The Sections addressing the Planning Emphasis Areas, Work Elements and specification of the funding sources are excellent.

Response: Thank you for the positive feedback.
Comment #1A: In reference to pages identified below, we recommend every effort be made to engage the San Diego County Regional Airport Authority (SDCRAA) in a coordinated development of a GIS based application to analyze the compatibility/incompatibility of current and proposed land uses around airports. SANDAG and the SDCRAA have a tremendous opportunity to facilitate airport smart growth and reduce incompatible land uses around airports as the San Diego County Regional Airport Authority (SDCRAA) is planning to update the Airport Comprehensive Land Use Plan (ACLUP) for each airport in San Diego County. Recommend including Airport Comprehensive Land Use Plan compatibility zones in the geodatabase to facilitate informed decision making and awareness among your various stakeholders. At a minimum this GIS data set should include ACLUP safety compatibility zones, airport noise contours, and adopted airport influence areas to be used with parcel, land use, and transportation data sets. One area these data sets would be especially useful is in assisting city, county, and SDCRAA staff in responding to inquiries regarding real estate disclosure requirements within Airport Influence Areas per recently passed Assembly Bill 2776.

(Response #1A: SANDAG has an arrangement with the SDCRAA through our Local Technical Assistance Program to provide GIS and other technical assistance on a fee basis. Through the LTA and GIS work programs (Work Element 74000 and Work Element 20006), we will provide databases, expertise, and necessary coordination to develop this GIS-based application if requested by the SDCRAA.

Comment #1B: Page 175, (previously Page 179), Work Element 30001: Land Use and Environmental Planning Coordination;

(Response #1B: There are tasks within several work elements that provide for coordination between SANDAG and SDCRAA. These include:

- Page 183 – Task 01 of Work Element 30002 (Regional Comprehensive Plan Implementation) provides for coordination between Planning and Technical Services staffs to refine existing analytical tools such as the GIS enhancements described above.
- Page 187 – Task 05 of Work Element 30004 (Regional Transportation Plan) provides for incorporation of relevant aviation information in the next update of the RTP.)
• Page 198 – Tasks 01, 02, and 07 of Work Element 30009 (Freight/Inter-modal Planning) would incorporate aviation-related goods movement needs (i.e., air cargo) into freight/inter-modal planning activities.

• Page 315 – Task 03 of Work Element 70003 (Regional Intergovernmental Review) provides for coordination between SANDAG and SDCRAA on CLUP and aviation issues.

Comment #1C: Page 332 (previously Pages 334), Work Element 74000: Local Technical Assistance to Member Agencies

Response #1C: See Response #1A

Comment #2: The Division of Aeronautics has staff with extensive experience and knowledge of aviation and airport issues that frequently arise during the project planning or even construction process. Aeronautics staff is available to assist SANDAG staff and your various stakeholders should the need arise. Our website (http://www.dot.ca.gov/aeronautics) has many useful contacts and reference documents, including the 2003 California Airport Land Use Planning Handbook. Please feel free to contact the Office of Aeronautics directly via phone at (916) 654-4959.

Response #2: Thank you, and the reminders and references will be noted as Airport Land Use issues arise.

Comment #3: We like the format change of providing the pending planning grants as a separate appendix of the OWP.

Response #3: Thank you - since the grant approvals typically come after the middle of the fiscal year, it was determined that holding them in a pending section (page 345) is more prudent.

Comment #4: As we partner with you on these elements involving our Traffic Operations Division and our traffic modeling staff we would like an opportunity to coordinate with SANDAG staff to clarify the amount of work required for the coming year. This would enable us to identify our staff resources and scheduling for FY 2005.

Response #4: During FY 2004, we have improved our coordination with Caltrans staff regarding travel modeling services and established a high-speed connection to Caltrans’ offices to facilitate data transfer and joint database maintenance and model development. We will continue to work with Caltrans to make the best use of the modeling resources from both agencies.

Comment #5: The SANDAG OWP identifies tasks or activities that will be coordinated with the SDCRAA. If it can be coordinated, we believe it would be useful to incorporate an activity matrix for related programs undertaken by the SDCRAA.

Response #5: SANDAG will request a list of relevant projects, studies & activities planned by SDCRAA for FY 2005, and coordinate these efforts as appropriate.
Comment #6: Caltrans District 11 Planning Activities Matrix has been updated and we would like to replace the previous one submitted for the OWP Draft.

Response #6: We have received the updated list and it is ready for inclusion in the next draft (see page 441).

COMMENTS FOR SPECIFIC WORK ELEMENTS:

Comment #7: Page 87 (Previously Page 89), Work Element 11093:
We recommend identifying the demonstration agencies so it is known where the money is going.

Response #7: Task 01 will be revised to say SANDAG “will develop and deploy the upgrade to the traffic signal optimization software (QuickNet 4+) to all local jurisdictions within San Diego County with the exception of Santee, as well as Caltrans.”

Comment #8: Page 129, (previously Page 133), Work Element 20011, Tasks 03, 04, and Products 2,3,4:
Tasks 03,04, Product bullets 2,3,4 indicate that they will be completed in FY 2004. The activities for this tasks and products should be for FY 2005 not prior year.

Response #8: The tasks and products referenced above have been updated to reflect FY 2005 objectives, as follows:

TASKS
03 - Complete the draft of the updated Regional Economic Prosperity Strategy that contains policies and actions designed to enhance the region’s economy and standard of living. Using an update to Sustainable Competitiveness Index, a report also will be produced on state-of-the-region’s economy. (FY 2005 – 50%)
04 - Conduct analysis, public outreach, and education efforts on Achieving Fiscal Reform and Financial Relief for Local Governments in California. This includes monitoring proposed legislation and ballot measures affecting local government finance and advising local agencies of their impacts. (FY 2005 – 10%)

PRODUCTS
- Report on the status of the region’s economy (March 2005)
- Draft update to the Economic Prosperity Strategy. (June 2005)

Comment #9: Page 177, (previously Page 181), Work Element 30002 and Page 336, (previously Page 390) Program Revenue Summary:
First paragraph includes two 3s, so Performance Monitoring should be number 4.

Response #9: Correction to be made in the next draft.
Comment #10: Page 177 (previously Page 181), Work Element 30002:
In general, we understand that many activities specifically tied to the San Diego International Airport (SDIA) may be held up until the determination is made whether it will continue to serve as either the region’s primary commercial service airport, a secondary commercial service airport, or be replaced in its entirety. Prime examples of this are some of the RCP implementation activities identified in OWP Element 30002. We are also cognizant of the fact that most, if not all, airport planning activities are now the responsibilities of the San Diego County Regional Airport Authority (SDCRAA). Nevertheless, we strongly encourage that every effort be made to coordinate planning activities between SANDAG and SDCRAA.

Response #10: As described in more detail in response # 1A and #1B above, several of SANDAG’s work elements provide for coordination between SANDAG and SDCRAA. In addition, SDCRAA is a voting member of SANDAG’s Transportation Committee, and SANDAG staff sits on the SDCRAA working group for regional airport planning (site selection).

Comment #11: Page 178, (previously Page 182), 30002, Task number 01, bullet #3:
The Smart Growth incentive program is a major key to RCP success. We fully support incorporating this program in the policy objective of the RCP.

Response #11: Comment noted. The Smart Growth Incentive Program (Work Element 30022) is included in the Draft FY 2005 OWP as a separate element (page 209, previously p. 213), and work has begun in FY 2004 to initiate development of this important program.

Comment #12: Page 182, (previously Page 186), Work Element 30004:
We are pleased to see the update of the RTP Aviation Element included in FY2005 OWP activities. Please reference the “Aviation Planning Guidance for Regional Transportation Plans (December 2003)”. Close coordination with SDCRAA, especially regarding airport ground access is strongly encouraged.

Response #12: The proposed reference will be included in the next draft of the FY 2005 OWP, and staff will review the proposed guidance for its relevance to the respective roles of SANDAG and SDCRAA regarding aviation components in the next RTP update.

Comment #13: Page 182, (previously Page 187), Work Element 30004, Tasks 01 to 08:
In the RTP tasks we recommend to incorporate the development of a methodology to integrate the RCP with the RTP.

Response #13: A draft methodology has been developed in FY 2004. Key RCP Strategic Initiatives have been developed that will integrate key RCP policies, objectives, and actions into existing SANDAG plans and programs (as well as into activities of other local agencies). As part of the FY 2005 RCP Implementation work element (30002), staff will track implementation of the Strategic Initiatives. Various work elements in the Draft FY 2005 OWP include key Strategic Initiatives. For
example, Tasks 01, 03, 04, and 05 of the RTP work element (30004) provide for implementation of the RTP-related Strategic Initiatives.

Comment #14: Page 185, (previously Page 189), Work Element 30005, Objective: We recommend including “Tribal Governments”, to read, “(1) coordinate and refine highway development plans with federal, state, local agencies, and Tribal Governments,”

Response #14: Tribal Governments will be added to the statement.

Comment #15: Page 185-6, (previously Page 189/190), Work Element 30005, Tasks 01-08: No mention of the North/South Transportation Corridor Study. Will no work be done at all this FY?

Response #15: The North/South Transportation Corridor Study will be added as a specific task to Work Element #30004, Regional Transportation Plan.

Comment #16: Page 186 (previously Page 190), Work Element 30005, Task 07: As part of the associated ramp improvements and potential freeway alternatives, will this task also look at the Collector Distributor (CD) road system as proposed in the Central I-5 Corridor Study or in another task?

Response #16: It will be included in this task.

Comment #17: Page 187 (previously Page 191), Work Element 30006 and Page 336 (previously Page 390) Program Revenue Summary: Does this element include the carry over of FTA 5313(b) funds for the project “San Diego Transit Service Planning Internship”?

Response #17: Yes. A total of $25,000 in carryover funding from the original grant is assumed.

Comment #18: Page 190, (previously Page 193), Work Element 30007, Task 3: Please ensure that the June 2003 Phase II Ground Access Study for San Diego International Airport is included as one of the sub-regional studies with which arterial planning efforts are coordinated.

Response #18: Duly noted.

Comment #19: Page 193, (previously 197), Work Element 30009: Inclusion of airports and SCAG in freight and inter-modal planning work element is commendable. Recommend close coordination also with SDCRAA on the issue of air cargo and ground access at airports where air cargo operators are currently operating or are envisioned to in the future.

Response #19: Comment noted. Coordination between SANDAG and SDCRAA regarding air cargo needs would occur as part of this work element. In addition,
SANDAG staff also sits on the SDCRAA working group for regional airport planning for the purpose of addressing ground access to any future expanded or new airport site.

Comment #20: Page 209, (previously Page 213), Work Element 30022:
This element alludes to passage of TransNet in order for this work to proceed. The incentive program is key to implementation of the RCP. We recommend that develop a smart growth incentive program that could be implemented with or without approval of the TransNet extension.

Response #20: Since the distribution of the Draft FY 2005 OWP, staff has identified the Transportation Enhancements (TE) funding available through the 2004 STIP as a potential funding source for the Smart Growth Incentive Pilot Program.

Comment #21: Page 213, (previously Page 217), Work Element 30026:
Recommend the 2003 California Airport Land Use Compatibility Handbook is reviewed in association with regional housing strategies. The handbook can be accessed on our web page at: http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php

Response #21: As recommended, staff will review the handbook for relevance to the Regional Housing Program work element.

Comment #22: Page 236, (previously Page 238), Work Element 33038 and Page 337 (previously Page 391) Program Revenue Summary:
This is a FTA 5313(b) grant and there is no match programmed in the work element. The match on these types of funds is 11.47%.

Response #22: Assuming the question is regarding 30038, not 33038, this is the Transit Emergency Manual. The funds will be passed through to MTS, who will provide the match. The match funds will not be provided by SANDAG.

Comment #23: Page 238, (previously Page 241), Work Element 30039, Task 05:
Would transit facilities also include HOV facilities that will be used by transit?

Response #23: Yes. This clarification will be incorporated.

Comment #24: Page 313 (previously Page 316), Work Element 70004, Objective:
Would like have sub-regional transportation plan include in the last sentence of the objective?

Response #24: SANDAG will include this reference in the last sentence.

Comment #25: Page 317, (previously Page 320), Work Element 70005 and Page 392 Program Revenue Summary:
What is the fund source of state other? If it is one of previous planning grant which project is this funding tied to?
Response #25: This was a $220,000 grant for “Transportation Planning & Environmental Justice in the San Diego Region”. Upon further examination, we verified that this grant expires June 30, 2004. A correction will be made to the OWP to remove this funding.

Comment #26: Page 319, (previously Page 323), work element 70006 and Page 392 Program Revenue Summary:
Is this a carry over from FY 2004 work element 30025 of FTA 5313(b) funding awarded for the project “Rural Transit Needs Assessment Study”? If so is the $36,000 estimated balance from that grant?

Response #26: Yes, this is the estimated carryover from the “Rural Transit Needs Assessment Study” grant.

Comment #27: Table on Page 345, (previously Page 341):
At the bottom of the table OWP # 7xxG1 “Community-Based Outreach” the correct proposed Caltrans grant amount per the grant application should be $84,800 and local match of $21,200.
Also the project “Reservation Transit Feasibility Study” OWP # 7xxG2 per the grant application should be $70,824 for proposed Caltrans grant and $9,176 for the local match. Please confirm our assumptions in regard to these amounts.

Response #27: The amounts cited above have been verified as the correct amounts, and will be changed in the detailed write-up and the summary table at the front of the section.

Comment #28: Page 394-5 (previously Page 400 and 401 Certifications and Assurances for FTA Assistance:
• In the first and second paragraphs, last line where it states”…Federal Transit Administration (FTA) in Federal Fiscal Year 2004”. Based on previous Certifications and Assurances please confirm that the year is correct?
• After the OWP is finalized please have signed by appropriate parties at SANDAG and forward to Caltrans for signature by Caltrans District Director.
• Please incorporate signed copy of certifications and assurances in final OWP document.

Response #28: We now have a signed copy of the FY 2005 certification prepared, which will be sent over for CalTrans District Director signature upon Board approval. This document will then be scanned into the Final OWP Document.

The following projects have been awarded yet do not appear in the OWP:
• Comment #29[OWP #30011?] EJ Grant: “All Congregations Together Planning for Unsubsidized Community Based Transportation” for $141,750, local match $15,750. SANDAG Project Manager-Nan Valerio;

Response #29: An estimated $125,000 in carryover funds from this prior grant have been included in Work Element 30011 (Transportation Planning for Seniors and
Persons with Disabilities). The funding source, which was shown incorrectly as Local Other in the Draft FY 2005 OWP, will be moved to the ‘State Other’ column with a footnote showing the grant type as Environmental Justice (SHA).

- **Comment # 30:** FTA 5313(b): “Implementing Transportation Projects Using Effective Citizens Participation Techniques” for $22,133, local match $2,868. SANDAG Project Manager-Anne Steinberger.
- If this is correct each of these items needs to have an element to themselves or incorporated into existing element

**Response # 30:** A work element for this grant-funded project will be amended into the FY 2004 OWP, and a separate work element also will be included in the next draft of the FY 2005 OWP to carryover funding and tasks. The work will be completed by September 2004.

**All work elements funding source description:**

**Comment #31:** A suggested format change is to specify the fund source of “State Other” and “Federal Other”. This would be particularly useful if it is a single fund source in this category. An example “Federal Other” (FTA 5313(b)).

**Response #31:** The Program Revenue table indicates specific fund sources of the “State Other” and “Federal Other” categories through the use of footnotes. In addition, in the next draft we will add more specific descriptions as footnotes to the individual work element description tables.
Comments from Transit Agencies:

Chula Vista Transit, MTDB, and NCTD wrote letters (attached) objecting to the reduction in funding for the Passenger Counting Survey done annually. Approximately $133,000, or approximately 30% of the survey budget, was reduced. This annual effort surveys every bus route in the region, providing extensive passenger information. Among the needs cited by the Transit Agencies as being met by these survey results are:

- Developing service reductions to achieve a sustainable level of service, as requested by SANDAG;
- Adjusting services to increase system productivity and effectiveness and to achieve the goals of SANDAG’s Transportation Development Act (TDA) Performance Improvement Program (PIP);
- Reallocating transit resources to provide new services that begin to achieve the goals of the Regional Transit Vision;
- Consolidating bus stops on key routes as part of SANDAG’s Transit First Now! Program; and
- Developing new services to support the region’s growth.

The Transit operators are of the opinion that without the Passenger Counting Program, these efforts would be completed with inadequate data and analysis, likely resulting in negative impacts to transit operations and service to our customers. All three agencies are urging SANDAG to restore the program at its’ historical level.

Response: SANDAG understands and appreciates concerns about the reduction in funding for the Transit Passenger Counting Program (PCP) for FY 2005. The PCP remains an important part of the services provided to the transit operators, and while it is encouraging to know that these services are highly valued, revenue shortfalls have forced reductions throughout the entire SANDAG work program for the coming year.

Analysis of data yielded several conclusions (shown below) that went into our decision regarding funding for the PCP.

- The PCP can be cut back substantially without compromising the regulatory reporting requirements for the FTA National Transit Database.
- Between 2002 and 2003, 46% of all bus routes had less than a 10% change in passenger levels per trip surveyed, while 22% had less than a 5% change. This indicates that the use of 1-year old data will still produce reliable results for many routes.
- The proposed approach would create a two-year cycle for every route to be counted at least once. SANDAG is committed to working with the transit operators to determine which routes to survey and which could be deferred a year.
- Starting in FY 2005, plans call for the implementation of an Automatic Passenger Counting (APC) system. As buses are installed with this equipment, the need for manual surveys will be reduced and the operators will have considerably more information than we presently provide. We also are looking into ways to fund quicker deployment of APCs than is currently planned.
### List of Projects included in TEA-LU for San Diego

**49th Issa, 50th Cunningham, 51st Filner, 52nd Hunter, 53rd Davis**

<table>
<thead>
<tr>
<th>Project #</th>
<th>Description</th>
<th>TEA-LU Total Amendment</th>
<th>SANDAG Request for Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Priority projects category</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Construction parking lot and improved museum pedestrian access from the trolley station</td>
<td>1,000,000.00</td>
<td>-</td>
</tr>
<tr>
<td>70</td>
<td>Study Feasibility of Maglev Link between San Diego and proposed San Diego Regional International Airport, Imperial County</td>
<td>1,000,000.00</td>
<td>-</td>
</tr>
<tr>
<td>93</td>
<td>SR 67 Mapleview to Dye Road</td>
<td>6,400,000.00</td>
<td>31,000,000.00</td>
</tr>
<tr>
<td>316</td>
<td>Resurface and construct truck lane at SR94 and I-8</td>
<td>3,000,000.00</td>
<td>-</td>
</tr>
<tr>
<td>334</td>
<td>Sound barriers at the I-5 and SR 54 Interchange, National City</td>
<td>1,150,000.00</td>
<td>-</td>
</tr>
<tr>
<td>392</td>
<td>Widening on Bear Valley Pkwy, City of Escondido</td>
<td>2,000,000.00</td>
<td>-</td>
</tr>
<tr>
<td>423</td>
<td>Construction of .2 miles section of Poinsettia Lane in the City of Carlsbad</td>
<td>2,000,000.00</td>
<td>-</td>
</tr>
<tr>
<td>476</td>
<td>Widening of SR 76 from Melrose to I-15</td>
<td>5,000,000.00</td>
<td>89,000,000.00</td>
</tr>
<tr>
<td>486</td>
<td>Construct Truck Lane from Britannia Blvd to the Otay Mesa Port of Entry</td>
<td>4,000,000.00</td>
<td>15,200,000.00</td>
</tr>
<tr>
<td>554</td>
<td>Design and environmental assessment of Lonestar Road</td>
<td>500,000.00</td>
<td>-</td>
</tr>
<tr>
<td>1348</td>
<td>Develop bike paths and pedestrian crossings to Third Ave, Chula Vista</td>
<td>300,000.00</td>
<td>-</td>
</tr>
<tr>
<td>1414</td>
<td>HOV Lanes on I-5 from Vandegrift to La Jolla Village Drive</td>
<td>1,000,000.00</td>
<td>490,000,000.00</td>
</tr>
<tr>
<td>1468</td>
<td>Truck ramp linking I-5 to National City Marine Cargo Terminal, National City</td>
<td>1,500,000.00</td>
<td>-</td>
</tr>
<tr>
<td>1516</td>
<td>HOV and BRT on I-15 from SR 78 to SR 163</td>
<td>2,000,000.00</td>
<td>364,000,000.00</td>
</tr>
<tr>
<td>1530</td>
<td>Design and environmental analysis for SR 11 connecting SR 905 to East Otay Mesa Port</td>
<td>1,000,000.00</td>
<td>188,000,000.00</td>
</tr>
<tr>
<td>1761</td>
<td>SR 52 East upgrade (SR 125 to SR 67)</td>
<td>6,400,000.00</td>
<td>240,500,000.00</td>
</tr>
<tr>
<td>1908</td>
<td>Improving of interchanges on I-5 at Genesee and Sorrento Valley Road</td>
<td>2,000,000.00</td>
<td>121,400,000.00</td>
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<tr>
<td>2001</td>
<td>Construct SR 905 to connect Otay Mesa Port of Entry to I-805</td>
<td>15,000,000.00</td>
<td>69,500,000.00</td>
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<tr>
<td>2052</td>
<td>SR 75/282 Tunnel</td>
<td>5,000,000.00</td>
<td>-</td>
</tr>
<tr>
<td>2193</td>
<td>Environmental and PE for freeway to freeway interchange connecting I-5 and SR 78</td>
<td>5,000,000.00</td>
<td>150,000,000.00</td>
</tr>
<tr>
<td>2547</td>
<td>North bound lane and aux lanes on I-5 and widens the I-8 west to I-5 North</td>
<td>6,000,000.00</td>
<td>21,000,000.00</td>
</tr>
<tr>
<td>2822</td>
<td>I-5/SR 56 Connector</td>
<td>4,000,000.00</td>
<td>part of project 1414</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td>75,250,000.00</td>
<td>1,779,600,000.00</td>
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</tbody>
</table>

**Bus and Bus related**

<table>
<thead>
<tr>
<th>Project #</th>
<th>Description</th>
<th>TEA-LU Total Amendment</th>
<th>SANDAG Request for Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>Spring Valley Multi-modal center</td>
<td>1,200,000.00</td>
<td>1,200,000.00</td>
</tr>
<tr>
<td>53</td>
<td>Escondido Maintenance Facility (over 3 years)</td>
<td>500,000.00</td>
<td>2,100,000.00</td>
</tr>
<tr>
<td>54</td>
<td>Off-street multimodal center and service facility (over 3 years)</td>
<td>500,000.00</td>
<td>-</td>
</tr>
<tr>
<td>280</td>
<td>Intermodal Transportation Management Center over three years</td>
<td>3,000,000.00</td>
<td>13,600,000.00</td>
</tr>
<tr>
<td>305</td>
<td>Widen sidewalks and bus stop entrance in Skyline-Paradise Hills</td>
<td>200,000.00</td>
<td>-</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td>4,200,000.00</td>
<td>15,700,000.00</td>
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</tbody>
</table>

**New Start Projects**

<table>
<thead>
<tr>
<th>Project #</th>
<th>Description</th>
<th>TEA-LU Total Amendment</th>
<th>SANDAG Request for Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>Mission Valley East LRT 2004-2006 balance of FFGA</td>
<td>154,000,000.00</td>
<td>154,000,000.00</td>
</tr>
<tr>
<td>19</td>
<td>Oceanside-Escondido Rail 2004-2006 balance of FFGA</td>
<td>114,400,000.00</td>
<td>114,400,000.00</td>
</tr>
<tr>
<td>30</td>
<td>Chula Vista BRT- Authorized w/o dollar amount</td>
<td>-</td>
<td>75,000,000.00</td>
</tr>
<tr>
<td>64</td>
<td>LOSSAN-authorized w/o dollar amount</td>
<td>-</td>
<td>108,500,000.00</td>
</tr>
<tr>
<td><strong>Mid Coast LRT w/o a dollar amount</strong></td>
<td></td>
<td>-</td>
<td>335,000,000.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td>268,400,000.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>347,850,000.00</td>
<td>1,795,300,000.00</td>
</tr>
</tbody>
</table>
## Side-by-Side Analysis of TEA-21 Reauthorization Proposals

<table>
<thead>
<tr>
<th>Planning Funds</th>
<th>Administration: SAFETEA</th>
<th>Senate: SAFETEA</th>
<th>House T&amp;I: TEA-LU</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maintains 1% PL takedown, but broadens base on which to calculate 1% to include minimum guarantee and safety programs [52% increase over life of bill]. Changes planning funds in the transit title to % of overall program – to be 1.25% in the 1st year and 2% for the remaining 5 [183% increase over life of bill].</strong></td>
<td>Increases PL takedown to 1.5% takedown of six programs (adds highway safety), includes metro planning in equity bonus program (similar to minimum guarantee). Makes transit portion of metro planning funds a % (1.25) rather than a hard number, an increase of 57% over the six years. Starting in FY ‘05, planning funds are taken only from Mass Transit Account of the Highway Trust Fund – no General Fund money.</td>
<td>Maintains 1% PL takedown; keeps existing language that takedown is on all programs authorized under that title – it remains unclear if this will continue to be interpreted as the five core programs. Does not clarify that MG is included. Also provides hard dollar amount for planning that equals approximately 1.5% of FTA program. Starting in FY ‘05, planning funds are taken only from Mass Transit Account of the Highway Trust Fund – no General Fund money.</td>
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</tbody>
</table>

| Metropolitan Planning | Combines highway and transit portions. Makes plans 5-year update and eliminates TIP, replacing with 5-yr project element of plan. Splits safety and security planning factors. Adds operational and management strategies to the plan scope. Retains cooperative revenue forecasting. Retains annual listing of projects. Improves CMS. Relates plan to NEPA [M15 presumed to be basis for NEPA process]. Adds language on LU-TR. Involves private operators in planning. Establishes Planning Capacity Building Initiative to enhance metropolitan, state, and tribal transportation planning. Funded at $20 million per year from STP. | Highway title: Retains TIP and Plan as separate documents. Changes long range plan update cycle to every 4 years for areas in non-attainment or maintenance, and 5-years for those that have been designated as attainment. Adds water quality as a planning factor. Adds language emphasizing the integration of environmental protection/preservation into the planning process, minimizing adverse health effects of mobile source emissions, and efficient use of the transportation system. After gathering public comments the MPO will determine which factors will be considered in the Plan. In the Long Range Plan, MPOs shall consult with TIP and Plan remain separate, update cycles set to 4 years. TIP shall include a list of congestion relief activities to fulfill SEC. 139 Motor Vehicle Congestion Relief. Adds language to “encourage” MPOs to coordinate with other types of planners/planning processes (airport operations, freight, economic development, environmental protection, state and local planned growth). | Combines highway and transit portions (Title VI Transportation Planning and Project Delivery). Creates new chapter 52 in title 49 which includes all planning language. |

This Item Relates to Agenda Item #6, Executive Committee
<table>
<thead>
<tr>
<th>Administration: SAFETEA</th>
<th>Senate: SAFETEA</th>
<th>House T&amp;I: TEA-LU</th>
</tr>
</thead>
<tbody>
<tr>
<td>The transit title establishes a Planning Capacity Building Program at $5 million per year to support and fund innovative practices and enhancements in transportation planning.</td>
<td>State and local agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, and health. Establishes Planning Capacity Building Initiative to enhance metropolitan, state, and tribal transportation planning. Funded at $4 million per year from STP. Transit title: TIP/Plan consistent with highway title. Adds to scope of the planning process promoting consistency between transportation improvements and land use planning. Splits safety and security planning factors. TMA requirements moved to metropolitan planning section. TMAs are given one year to comply with requirements. If a TMA is uncertified, the Secretary may withhold any funds available under Titles 23 or 49 (20% could be withheld under TEA-21) Establishes a Planning Capacity Building Program at $5 million per year to support and fund innovative practices and enhancements in transportation planning.</td>
<td>TMAs must have a congestion management process to satisfy SEC. 139 Motor Vehicle Congestion Relief.</td>
</tr>
<tr>
<td><strong>STP</strong></td>
<td><strong>Administration: SAFETEA</strong></td>
<td><strong>Senate: SAFETEA</strong></td>
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<tr>
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</tr>
<tr>
<td><strong>Eliminates 10% safety set-aside from STP, but does not correct the division of the remaining 80% (should be 90%).</strong></td>
<td>Eliminates 10% safety set-aside from STP and corrects for the change by dividing the remaining 90% rather than 80%. Maintains current division of the remaining amount (62.5% by population/37.5% at the state’s discretion).</td>
<td>Eliminates 10% safety set-aside from STP and corrects for the change by dividing the remaining 90% rather than 80%. Maintains current division of the remaining amount (62.5% by population/37.5% at the state’s discretion).</td>
</tr>
</tbody>
</table>

| **CMAQ** | **Adds fine particulate matter (PM 2.5). Changes weights for non-attainment and maintenance area population: 1.0 for a maintenance area. Adds: 1.0 for a county newly in nonattainment under the 8-hour ozone standard; 1.2 for an area only in non-attainment under the PM 2.5 standard. Adds additional weight of 1.2 for counties in non-attainment or maintenance for PM 2.5 and either ozone or carbon monoxide. Requires evaluation and assessment of a sample of CMAQ projects to determine actual impacts on congestion and air quality, and establishment of a database of findings. Provides for a 0.5% takedown to fund the Evaluation program.** | **Adds fine particulate matter (PM 2.5). Changes weights for non-attainment and maintenance area population: 1.0 for a maintenance area. Adds: 1.0 for a county newly in nonattainment under the 8-hour ozone standard; 1.2 for an area only in non-attainment under the PM 2.5 standard. Adds additional weight of 1.2 for counties in non-attainment or maintenance for PM 2.5 and either ozone or carbon monoxide. Requires evaluation and assessment of a sample of CMAQ projects to determine actual impacts on congestion and air quality, and establishment of a database of findings. Provides for a 0.5% takedown to fund the Evaluation program.** | Neutral |

<p>| <strong>Transportation Systems Management &amp; Operations</strong> | <strong>Adds new section 165 to Title 23 to ensure efficient and effective transportation systems management and operations on Federal-aid highways. There should be collaboration and coordination at a regional level including development of an operations strategy, information sharing, and development of monitoring systems. Makes certain M&amp;O activities eligible for STP and CMAQ.</strong> | <strong>Adds new section 168 to Title 23 to ensure efficient and effective transportation systems management and operations on Federal-aid highways. There should be collaboration and coordination at a regional level including development of an operations strategy, information sharing, and development of monitoring systems. Makes certain M&amp;O activities eligible for STP, CMAQ and NHS.</strong> | <strong>Adds new section 166 to Title 23 to ensure efficient and effective transportation systems management and operations on Federal-aid highways. There should be collaboration and coordination at a regional level including development of an operations strategy, information sharing, and development of monitoring systems. Makes certain M&amp;O activities eligible for STP, CMAQ and NHS.</strong> |</p>
<table>
<thead>
<tr>
<th>Administration: SAFETEA</th>
<th>Senate: SAFETEA</th>
<th>House T&amp;I: TEA-LU</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Conformity</strong></td>
<td></td>
<td></td>
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<tr>
<td>Conformity determination shall be made on the transportation plan (TIP &amp; LRP as one document) for whatever is longer:</td>
<td>Conformity determination to be conducted no later than every 2 years from the time the Administrator gives an adequacy finding on a motor vehicle emissions budget (MVEB) or approves an implementation plan when there was no previously approved MVEB. Conformity determination on plans and projects to be updated every 4 years except: MPO decides to update it more often or a new MVEB is approved. A maintenance plan shall address effects on most recent pollution, economic, employment, travel, transit ridership, congestion and induced travel demand in the latest travel and emission models. Inserts new section for conformity horizons for transportation plans which extends for the longest of: 10-year period of a plan, latest year in implementation plan that has the area's MVEB or the year after a regionally significant project is complete. Creates exception for area that has a revision and the Administrator finds the MVEB adequate or approves the plan; then, the plan will be considered through the last year of the implementation plan. Creates section on definitions that changes &quot;project&quot; to mean only regionally significant project or a significant revision to an existing project. Definition elaborates on &quot;regionally significant&quot; to include one that provides access to and from region, major</td>
<td>Conformity determination to be conducted no later than every 2 years from the time the Administrator gives an adequacy finding on a motor vehicle emissions budget (MVEB) or approves an implementation plan when there was no previously approved MVEB or that establishes a budget that significantly varies from any MVEB in effect pursuant to an adequacy determination. Conformity determination on plans and projects to be updated every 4 years except: MPO decides to update it more often or a new MVEB is approved. Inserts new section on conformity horizons which states conformity shall be demonstrated during the period ending on either the final year of the transportation plan or on the later of the tenth year of the transportation plan, the attainment date set forth in the SIP, or the year after completion of a regionally significant project, if the project will be programmed in the TIP or requires approval before the subsequent conformity determination. Conformity determination shall be accompanied by a regional emissions analysis for any years of the LRP that extend beyond the final conformity date. Creates exception for area that has a revision and the Administrator finds the MVEB adequate or approves the plan; then, the plan will be considered through the last year of the implementation plan. Allows TCM substitution of same emission value and reduction timeframe without triggering conformity analysis with a collaborative process of State and local air</td>
</tr>
<tr>
<td>Administration: SAFETEA</td>
<td>Senate: SAFETEA developments, retail or sports complexes, terminal, etc major arterials and fixed guideways. Creates section with definition of “significant revision” as significant change in scope or changing a project from a non-regionally significant one to regionally significant. Defines methods of conformity determination before a budget is approved by allowing budget from the most recent approved implementation plan or other test approved by the Administrator (alludes to “build/no-build”). Allows TCM substitution of same value without triggering conformity analysis with a collaborative process of State and local air and transportation agencies. Prevents inclusion of “exceptional events” that would impact air quality data such as volcanoes or forest fires.</td>
<td>House T&amp;I: TEA-LU and transportation agencies and the public and with adequate funding for timely implementation. Gives a formal definition of lapse – if a correction is not offered within 12 months the Plan will lapse.</td>
</tr>
</tbody>
</table>