Executive Committee Agenda

Friday, September 8, 2006
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

Agenda Highlights

- Energy Working Group Comments on SDG&E Long Term Resource Plan
- Service Bureau FY 2006 Annual Report
- Legislative Status Report

Please turn off cell phones during the meeting

Mission Statement

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EXECUTIVE COMMITTEE
Friday, September 8, 2006

ITEM #  RECOMMENDATION

+1. APPROVAL OF JULY 14, 2006, MEETING MINUTES  APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

REPORTS (3 through 6)

+3. ENERGY WORKING GROUP COMMENTS ON SDG&E LONG-TERM PROCUREMENT PLAN (Rob Rundle)  APPROVE

The Energy Working Group (EWG) has been working over the past year to provide input into the development of the San Diego Gas & Electric (SDG&E) Long Term Procurement Plan (LTPP). The LTPP outlines how the utility will meet projected energy demand over the next 10 years. The EWG comments provide direction to SDG&E on how their plan can implement the goals of the Regional Energy Strategy adopted by SANDAG in 2003. The Executive Committee is asked to approve the EWG comments on the SDG&E LTPP.

+4. SERVICE BUREAU FY 2006 ANNUAL REPORT (Karen Lamphere)  INFORMATION

SANDAG Board Policy requires that the Executive Committee, which governs the SANDAG Service Bureau, receive periodic progress reports on the project activities and financial status of the Service Bureau. This report will summarize Service Bureau activities during FY 2006, its first year in operation.

+5. LEGISLATIVE STATUS REPORT (Kim Kawada)  INFORMATION

This item provides a status report on recent state and federal legislative activities for information.
The San Diego County Regional Airport Authority recently released a Draft Environmental Impact Report (DEIR) on the Airport Master Plan for San Diego International Airport (SDIA). The master plan provides for the construction of ten new jet gates at Terminal 2, construction of a 2,000-4,000-space parking garage in front of Terminal 2, redevelopment and reorganization of surface parking and general aviation facilities, and improvements to apron and taxiway areas. The DEIR finds that the proposed project would have no significant impacts on transit, and only minor impacts on traffic and circulation. Therefore, there are no proposed mitigation measures that would improve transit or regional access to the airport. The Executive Committee is asked to authorize SANDAG staff to submit comments on the Airport Master Plan DEIR challenging the conclusion of no significant traffic impacts, and recommending that mitigation measures to improve transit access to the airport be included in the DEIR, with a plan for funding and implementation.

The next meeting of the Executive Committee is scheduled for Friday, October 13, 2006, at 9:00 a.m.
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS 
JULY 14, 2006

First Vice Chair Mary Sessom (East County) called the Executive Committee meeting to order at 9:03 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Second Vice Chair Lori Holt Pfeiler (North County Inland) and a second by Mayor Christy Guerin (North County Coastal), the minutes of the June 9, 2006, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public comments.

REPORTS (3 through 5)

3. SERVICE BUREAU: BORDER MASTER PLAN (APPROVE)

Elisa Arias, Senior Planner, reported that Caltrans has requested assistance in developing an integrated framework for reviewing and evaluating Port of Entry (POE) and transportation infrastructure development along the California-Baja California border. The Border Master Plan would be a SourcePoint project conducted through the SANDAG Service Bureau. This project will take 18 months to complete and cost $220,000. The goal of this study is to gather data to evaluate the existing binational transportation and POE system, and its current and future demand. Key objectives of the plan will be to integrate local, state, and federal input, and to develop criteria that could be used in future studies to prioritize improvements along the United States-Mexico border.

Action: Upon a motion by Vice Mayor Ron Morrison (South County), and a second by Supervisor Bill Horn (County of San Diego), the Executive Committee voted to amend the FY 2007 Program Budget to allow the Service Bureau to proceed with the Border Master Plan study and to authorize the Executive Director to enter into a contract with Caltrans in the amount of $220,000.
Kim Kawada, Executive Program Manager, reviewed changes to this agenda report from that mailed to Executive Committee members. She also distributed field poll results related to the statewide infrastructure measures that will be on the November 2006 ballot. She noted that this is the latest public polling information that we have on this issue.

Ms. Kawada provided a brief report on the state budget, federal legislative activity, and the statewide infrastructure measures. She said that the 2006-2007 state budget was passed, and the news is good for transportation. It includes full funding of Proposition 42 ($1.4 billion) and early payback of past Proposition 42 loans ($1.415 billion). About $343 million in Public Transportation Account (PTA) (gas tax spillover) funds also will go to transportation, primarily for public transit capital and operations. She said that although the Proposition 42 funds are not new monies, they will provide funding for previously programmed Transportation Congestion Relief Program (TCRP) and State Transit Improvement Program (STIP) projects in the San Diego region. As a result of the early payback of past Proposition 42 funds, the 18 cities and the County of San Diego would share in more than $34 million in revenue for the maintenance of local streets and roads. The San Diego region also is expected to receive about $39 million of the PTA spillover funds.

Ms. Kawada stated that since the June Executive Committee meeting, the House of Representatives (House) passed its FY 2007 appropriations bill, and we are waiting on Senate action, which is expected in July. There was no change to the House earmarks reported last month. At the end of June, the House also approved a SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) technical corrections bill. There were two description changes for projects in the San Diego region; one included operational and highway safety improvements on Highway 94 between the 20-mile marker post in Jamul and Highway 188 in Tecate; and the second was a change to enable the study of the north-south MAGLEV alternatives linking the San Diego region to the proposed Southern California Association of Governments (SCAG) MAGLEV network to the north.

Ms. Kawada reminded the Committee of the five propositions developed by the state legislature and scheduled for the November 2006 ballot: Proposition 1A, Protection of Proposition 42 funds (SCA 7, Torlakson); Proposition 1B, Transportation, Air Quality, and Port Security (SB 1266, $19.925 billion); Proposition 1C, Housing and Emergency Shelter (SB 1689, $2.850 billion); Proposition 1D, K-12/University Facilities (AB 127, $10.416 billion); and Proposition 1E, Flood Prevention (AB 140, $4.090 billion). Ms. Kawada noted that last month staff recommended that SANDAG support Propositions 1A, 1B, and 1C, which deal with transportation and housing. She noted that all three of these measures tie-in with our Regional Comprehensive Plan (RCP) and are consistent with SANDAG’s purview.

Since last month, however, staff has reviewed Propositions 1D and 1E for their relevance to SANDAG. Our RCP contains certain policies and initiatives related to education, economic prosperity, water supply, and water quality that may justify SANDAG support of the education (Proposition 1D) and flood protection (Proposition 1E) measures. Therefore, staff has developed resolutions in support for all five of the propositions; these are included as Attachments 2 through 6 of the staff report. Ms. Kawada asked Committee members to
discuss these five measures and make a recommendation to the Board of Directors on which to support.

Vice Mayor Morrison asked if staff also evaluated another proposition on the November 2006 ballot known as the “Caves Initiative” (The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006). He asked if SANDAG took a position supporting Proposition 1E, whether it also should support this separate initiative. Ms. Kawada replied that staff has not done an analysis of the other initiatives on the November ballot.

First Vice Chair Sessom asked the Committee’s preference on taking a position on the ballot measures as a whole or individually.

Gary Gallegos, Executive Director, stated that from a campaign perspective, these measures will be presented as a package by the private sector campaign. Voters will get to choose to support or oppose the individual measures as they will be listed individually on the ballot. He said that the goal is to get them all approved, but it is understood that there are opportunities for voters to pick and choose.

Second Vice Chair Pfeiler said that this subject was discussed at the recent California Council of Governments (CALCOG) meeting. The self-help counties want acknowledgment by the State Legislature and Governor that they will support local transportation sales tax measures on the ballot in return for local support of these infrastructure bond measures.

Mr. Gallegos commented that Orange County is trying to extend its local transportation sales tax measure on the same ballot as the infrastructure bonds.

Mayor Guerin asked if the campaign folks have provided clarity on the language regarding funding allocation. She has heard that it will be according to population. Mr. Gallegos responded that the way the transportation bond measure is written puts a lot of authority with the California Transportation Commission (CTC). The CTC will set up the allocation guidelines with legislative oversight. One of the conditions will be that projects need to be ready for implementation by 2012. The San Diego region should be competitive because of our Board’s action to move forward on the TransNet Early Action Program. Diane Eidam, Chief Deputy Executive Director, added that we are in a great position with the projects that we have and the aggressive schedule we have set. Mr. Gallegos noted that when our TransNet Extension was passed, we put together a package of on-call consultants to augment the Caltrans District 11 work force. All consultants are onboard and ready to start work. Doing this means we are in a very competitive position.

Mayor Guerin asked about the housing measure. Ms. Kawada said that Proposition 1D would continue a variety of affordable housing programs. She noted that the measure also includes an $850 million regional planning, housing, and infill incentive grant program, a similar concept to SANDAG’s Smart Growth Incentive Program. Guidelines for funding allocation would still need to be crafted for the grant program, but the San Diego region should be in a competitive position with the work already done on our RCP and Smart Growth Concept Map.
Mr. Gallegos stated that we are in a competitive position in most of the ballot measure areas. Recent polling has shown lower voter support for the housing measure compared to the other proposed measures.

Supervisor Horn said he didn’t want to tie-up our transportation monies by funding other interests. He had no problem supporting Propositions 1A, 1B, and 1C, but until we see the poll results, we should not support the other measures. Mr. Gallegos said that the measures will be decided on a statewide level. He noted that we import a lot of water from the Northern California area. If the levees in Northern California fail, there will be a significant amount of flooding, and this may negatively impact the supply and reliability of water to San Diego County.

Second Vice Chair Pfeiler said that if we don’t support the water measure, it will look like we are not supporting the Governor and State Legislature on the comprehensive infrastructure package that they have developed.

Mayor Crystal Crawford (North County Coastal) said that some language in the resolution supporting Proposition 1E talks about money for stormwater runoff projects. She asked how much money is involved and what the impacts are to San Diego County. Ms. Kawada said she didn’t know the exact dollar amount, but the measure includes grants for stormwater management projects that comply with regional water quality control plans. This grant funding would go to local entities. The region would need to complete its integrated regional water management plan to qualify for these monies.

Mayor Crawford also wondered if we should support Propositions 1D and 1E.

Second Vice Chair Pfeiler asked if there was some reason why we should not support all five of these ballot measures. We represent the entire region, and these measures would benefit the quality of life for all people in the region. Our RCP addresses our needs more holistically and recognizes the interdependence of different factors including transportation, housing, the environment, and education.

Mayor Guerin agreed with Second Vice Chair Pfeiler in that SANDAG should support all of them. There has been so much work in Sacramento by the Legislature and Governor to make this a comprehensive infrastructure package. It makes sense for us to support these as a package.

Action: Upon a motion by Mayor Jerry Sanders (City of San Diego) and a second by Mayor Guerin, the Executive Committee recommended that the SANDAG Board of Directors approve resolutions in support of Propositions 1A, 1B, 1C, 1D, and 1E on the November 2006 ballot. The motion was approved, with Supervisor Horn voting in opposition.

Victoria Stackwick, Legislative Analyst II, provided the status of the recommended actions on the following state bills: Assembly Bill (AB) 1848 (Bermudez) Homeland Security: Interoperable Public Safety Communications Network — Support; AB 2041 (Nava) Public Safety Communications — Support; Senate Bill (SB) 1 (Murray) Electricity: Renewable Energy Resources: California Solar Initiative — Support; AB 1699 (Frommer) Commuter Trains: Operation — Monitor; SCR 123 (Flores) Joint Legislative Committee on High-Speed Trains—
Support; and AB 372 (Nation) Public Contracts: Transit Design-Build Contracts —Support. Ms. Stackwick also noted the list of bills that have been amended and are no longer related to SANDAG legislative goals or have become inactive.

Mayor Guerin asked about estimated costs and impacts of SB 1, and if the costs will be passed on to the counties. Ms. Kawada explained that the funding comes from existing ratepayer charges that are already included as a line item on our energy bills. These help fund alternative energy programs like the ones promoted by the San Diego Regional Energy Office (SDREO). The Energy Working Group (EWG) has recommended support of SB 1, particularly the bill’s provisions promoting expansion of solar energy usage.

**Action:** Upon a motion by Vice Mayor Morrison, and a second by Supervisor Horn, the Executive Committee voted to approve the recommended positions on various state bills.

5. REVIEW OF AUGUST 4, 2006, DRAFT BOARD AGENDA (APPROVE)

Ms. Eidam reviewed the proposed agenda for the August 4 Board of Directors meeting. One additional Consent Item will be added; it will be a status report on the Sunrise Powerlink Transmission Line proposed by San Diego Gas & Electric. Under Reports, the item on the Final 2006 Regional Transportation Improvement Program (RTIP) will be a public hearing.

Mr. Gallegos said that the Sunrise Powerlink status report will lay out a schedule for when the Board could expect to hear about this project and the EWG’s recommendations on it. We are anticipating that the Board would consider more information about the project in October and would consider the EWG’s recommendations at the November meeting.

Mayor Guerin noted that SDG&E is being aggressive with cities to get resolutions of support for this project. A lot of the cities are waiting to see SANDAG’s position on this. She asked if the EWG will make a recommendation on this matter. Mr. Gallegos said that the focus of the EWG’s August meeting will be a discussion about this issue. He hoped the EWG would form a recommended action at its September meeting. This matter would then go to the Regional Planning Committee and then to the SANDAG Board. There are some critical dates in this process. SDG&E expects to present its proposal at a public hearing at the California Public Utilities Commission (CPUC) at the end of this calendar year or early next year. There will be time before the CPUC public hearing for the cities to weigh in if the SANDAG Board acts on this issue in October/November.

Ms. Eidam continued her review of the August 4 agenda. She noted that the item related to the Kearny Mesa Division Bus Facility Roof Repair Project is contingent upon approval by the MTS Board at its August 10, 2006, meeting. The item regarding a Memorandum of Understanding with MTS to Provide FasTrak™ Funding for Interstate 15 Corridor Transit Services will be pulled and rescheduled for a future Board meeting.

Mayor Guerin asked if the Support for Statewide Infrastructure Bond Measures item should be on Consent. Staff agreed to pull this item from the Consent Calendar and add it to Reports.
Action: Upon a motion by Vice Chair Morrison, and a second by Supervisor Horn, the Executive Committee voted to approve the agenda for the August 4, 2006, SANDAG Board of Directors meeting, as revised.

6. UPCOMING MEETINGS

Ms. Eidam reviewed the meeting schedule for August 4. There will be a Board meeting from 8-10 a.m., a Transportation Committee from meeting 10-11 a.m., a joint Transportation/Regional Planning Committee meeting from 11 a.m.-12 Noon, and a Regional Planning Committee meeting from 12-1 p.m.

Second Vice Chair Pfeiler suggested that staff provide a memo with the August 4 Board agenda package indicating this schedule.

The next Executive Committee meeting is scheduled for September 8, 2006.

7. ADJOURNMENT

First Vice Chair Sessom adjourned the meeting at 9:42 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
#### JULY 14, 2006

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ENERGY WORKING GROUP COMMENTS
ON SDG&E LONG-TERM PROCUREMENT PLAN
File Number 3003000

Introduction

The Energy Working Group (EWG) has been working over the past year to provide input into the development of the San Diego Gas & Electric (SDG&E) Long-Term Procurement Plan (LTPP). The LTPP outlines how the utility will meet projected energy demand over the next 10 years. The EWG has prepared comments (Attachment 1) for SDG&E’s consideration to provide direction to SDG&E on how its plan can implement the goals of the Regional Energy Strategy (RES) adopted by SANDAG in 2003.

Typically, the EWG reports on its activities, and makes recommendations to the Regional Planning Committee (RPC) and the Board of Directors. In instances where timing is a factor, a process was approved to bring items forward to the Executive Committee. In the case of the attached comments, the September RPC meeting was cancelled, and it is important to transmit the recommended comments to SDG&E as soon as possible to ensure there is sufficient time to consider the comments prior to the submittal of the LTPP later this fall.

Discussion

The EWG’s recommendation on the Long-Term Procurement Plan focuses on five key components of the adopted RES, which forms the basis for the planning activities of the EWG.

1. Focus on California’s Preferred “Loading Order”

One of the RES Guiding Principles states that, “Energy efficiency and demand management programs will be preferred over the development of new fossil fuel generation resources.” The State of California has adopted a preferred loading order which means the utilities should meet future energy demand by first implementing energy efficiency and demand response programs. Following those energy-savings measures, the utilities should meet energy demand by utilizing renewable energy resources, distributed generation, conventional large-scale generation, and finally transmission.

2. Evaluate Technologies’ Cost and Benefits

Other RES Guiding Principles emphasize an energy supply portfolio that is diversified, cost efficient, environmentally sound, self sustaining, secure, and reliable. The EWG recommends that SDG&E utilize metrics for evaluating competing technologies which include:
3. Support Renewable Energy Technologies

RES goal #3 states, “Increase the total electricity supply from renewable resources with an emphasis on in-region installations,” and includes a target of 50 percent of those renewable resources from in-region. The State of California’s Renewable Portfolio Standards require the utilities to achieve 20 percent share of their resource mix from renewable resources by 2017. In order to achieve this goal and maintain consistency with the RES, the EWG recommends that SDG&E aggressively support the establishment of renewable energy parks, installation of rooftop photovoltaic systems, and support the development of central solar plants, wind, and geothermal systems.

4. Support Distributed Generation Technologies

RES goal #4 addresses the desire to increase the amount of distributed generation in the San Diego region. This is an area where there has not been significant progress toward the RES goal. SANDAG supports efforts to more aggressively reach the distributed generation target of 12 percent of peak demand by 2010, and recommends that SDG&E also take additional steps to reach this goal.

5. Support In-Region Generation

RES goal #2 calls for achieving and maintaining capacity to generate 65 percent of summer peak demand with in-county generation by 2010. With regard to renewable and nonrenewable electric generation in the region, SANDAG requests that all cost-effective and viable large-scale in-region generation projects be considered in SDG&E’s procurement plans.

The EWG approved the attached letter at its meeting of August 24, 2006. Following action by the Executive Committee, the letter would be forwarded to SDG&E for consideration in the submittal of its LTPP to the California Public Utilities Commission. The EWG would continue to coordinate with SDG&E to ensure the comments are considered in SDG&E’s filing and evaluate the effectiveness of the EWG input into the LTPP process.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Proposed letter to SDG&E regarding Recommendations on LTPP

Key Staff Contact: Rob Rundle, (619) 699-6949, rru@sandag.org
September 8, 2006

Mr. William Reed  
Senior Vice President, Regulatory and Strategic Planning  
San Diego Gas and Electric Company  
8306 Century Park Court, Suite 41D  
San Diego, CA 92123-1530

Dear Mr. Reed:

SUBJECT: SANDAG Recommendations on SDG&E’s Long-Term Procurement Plan

The San Diego Association of Governments Energy Working Group (SANDAG EWG), in cooperation with SDG&E, has had the opportunity to raise questions about and collaborate on future SDG&E energy resource planning and procurement policies. Following an extensive fact-finding project with stakeholders from businesses, environmental groups, and local governments, SANDAG has developed policy guidelines and recommendations for SDG&E to use in moving toward the goals of the San Diego Regional Energy Strategy 2030 (RES), which favors a balanced approach to energy policy issues. These recommendations are to offer guidance to SDG&E in its mandated Long-Term Procurement Plan (LTPP) submittal to the state.

The RES was written by a regional stakeholder group formed as a product of the Regional Energy Infrastructure Study (REIS), prepared in 2002. For over a year, these stakeholders held meetings and reached consensus on the goals for the San Diego region’s energy policy. The RES’s short-term quantitative assumptions were ultimately voted on and adopted by the SANDAG Board of Directors in 2003 as an energy planning tool for the region. The SANDAG Board also voiced its commitment to revisit the longer-term goals of the RES as needed.

The SDG&E LTPP serves as a roadmap for how the utility plans to address San Diego’s resource needs for the next 10 years. In SDG&E’s LTPP filing, SANDAG looks for carefully thought out, long-term goals that satisfy a number of concerns, rather than offering quick fixes for the region’s energy shortfalls. With respect to renewables and distributed generation procurement goals, SDG&E’s goals should be aggressive in the short-term, building up to more aggressive goals in subsequent years.

The following are SANDAG’s policy recommendations for SDG&E to consider and implement in its long-term planning, including its upcoming LTPP filing to the California Public Utilities Commission (CPUC).
Focus on California’s Preferred Loading Order

One of the RES Guiding Principles states that, “Energy efficiency and demand management programs will be preferred over the development of new fossil fuel generation resources.” In its procurement activities, SDG&E must follow the state-approved loading order, which gives highest priority to energy efficiency and demand response when planning for the state’s energy future. These energy-saving measures are followed in priority order by renewable energy and distributed generation, conventional large-scale generation and transmission respectively.

The state’s top priorities must also be SDG&E’s. The LTPP submittal should clearly demonstrate how the utility is meeting or exceeding the state-mandated energy-saving targets for energy efficiency and demand response followed by renewables and distributed generation. Information imparted to the public should be as accurate, complete, and understandable as possible.

Evaluation of Technologies’ Costs and Benefits

Other RES Guiding Principles emphasize an energy supply portfolio that is diversified, cost efficient, environmentally sound, self sustaining, secure, and reliable. A planned approach for procurement should involve developing metrics for evaluation of prospective conventional and renewable technologies. Scoring criteria for each technology should include, but not be confined to, the following:

- Cost-effectiveness to ratepayers—All technologies that are selected by SDG&E for their long-term plans need to ensure the costs incurred by ratepayers on a project do not increase their bills unduly or unreasonably, if at all.
- Cost-effectiveness to systems—Projects that are selected by SDG&E should not propose higher than reasonable costs to be expended to develop needed technologies.
- Role in global warming—Projects should advance the state toward baseline GHG emission standards, e.g. the Governor’s Executive Order S-3-05, which states specific reduction goals for California and Assembly Bill 32, which passed the legislature in August 2006.
- Community economic impact—A broader set of guidelines reviewing costs related to pollution mitigation, health risks, aesthetic impacts, jobs, etc.
- Sensitivity to gas supply risk—When determining the cost of a project, SDG&E should take the cost and projected price volatility of natural gas into consideration as a component of the total cost for the project.

In project evaluation, SDG&E has noted that it already favors those projects that have the least environmental impact, that have the ability to meet specific reliability timelines, and that are the most cost-effective. SANDAG’s goal is to recommend enhancements to this procurement procedure to ensure a more open and transparent process. The utility’s request for proposals (RFP) should
provide prospective developers with the information they need to submit relevant projects to meet San Diego’s resource needs. After completion of each bid process, SDG&E could alert all bidders as to why their proposals were accepted or rejected. This could continually improve the solicitation process and quality of bids.

Support for Renewable Energy Technologies

- The RES goal #3 states, “Increase the total electricity supply from renewable resources with an emphasis on in-region installations,”¹ and includes a target of 50 percent of those renewables from in-region. Therefore, it is imperative that SDG&E supports all economically and technically feasible renewable energy technologies. This is especially true for rooftop photovoltaic systems and central plant solar, wind, and geothermal systems as mentioned in the 2005 study: Potential for Renewable Energy in the San Diego Region.

- In order to achieve the state’s Renewable Portfolio Standard (RPS) goals, SANDAG supports the establishment of in-region “renewable energy parks” and the streamlining of the permitting and transmission process for access to these parks. This measure could effectively intensify interest in renewables in the region. In addition to large-scale projects, this could promote research, development and demonstration (RD&D) projects by greatly expanding the amount of renewable technologies available to study within the San Diego region. RD&D could include next generation renewable technologies as well as studies on the maturity of existing technologies, like fuel cells and combined heat and power (CHP) systems utilizing renewable fuel. These measures will produce vital information for SDG&E and other decision-making bodies that shape energy policy, and will reflect an accurate picture of the energy sources available and their associated costs.

- In addition to this goal, locally placed renewables within and outside of renewable energy parks should be incentivized prior to providing incentives for out-of-region renewables. As part of any RFP bid evaluation, SDG&E should include significant weighting for renewable projects.

- Another issue gaining importance for renewable energy development is ownership of credits that contribute to the state’s RPS goals. The CPUC is currently addressing this complex issue for the entire state. Once the CPUC establishes which resources can be counted toward the utilities’ RPS goals with Renewable Energy Credits (RECs) and which cannot, SANDAG can revisit how this may or may not impact our regional renewable goals.

Support for Distributed Generation Technologies

RES goal #4 addresses the desire to increase the amount of distributed generation in the San Diego region. This is an area where there has not been significant progress toward the RES goal. SANDAG supports efforts to more aggressively reach the distributed generation target of 12 percent of peak demand by 2010, and recommends that SDG&E also take additional steps to reach this goal. Measures can include supporting the continuation of the Self Generation Incentive Program (SGIP), which provides incentives for distributed generation (DG) projects. (This program is currently scheduled to sunset December 31, 2007.)

Another measure can be an assessment of any barriers in the utility’s rate and tariff structures available for end-users who are interested in taking advantage of distributed generation. For

instance, the noncoincident peak demand tariff may be cost prohibitive for clean onsite DG use. Although these measures may not directly correlate to the long-term procurement plan filing, SANDAG would appreciate added attention to be given to enhancing the role of distributed generation in the San Diego region. SANDAG, through its Energy Planning program and the EWG, is poised to work with SDG&E and regional stakeholders in this area, both on technology development and on regulatory efforts.

**Support In-Region Generation**

With regard to renewable and nonrenewable electric generation in the region, SANDAG requests that all cost-effective and viable large-scale in-region generation projects be considered in SDG&E’s procurement plans. RES goal #2 calls for achieving and maintaining capacity to generate 65 percent of summer peak demand with in-county generation by 2010.

**Sunrise Transmission Project to be Addressed Separate from these Recommendations**

RES goal #5 calls for an increase in the transmission system capacity as necessary to maintain required reliability and to promote better access to renewable resources and competitively priced supply. The transmission grid provides for a number of functions, including providing access to out of region power, improving fuel diversity (in particular, renewables), providing access to broader supplies in the market that can help lower and stabilize electric prices, and improving system stability and reliability. These benefits need to be balanced with the fact that siting issues for new transmission lines are often contentious and difficult to achieve due to the large number of parties that are affected by such projects (e.g. visual impacts, potential impacts on property values, concerns for the impacts of electric and magnetic fields). Subsequent to this letter, SANDAG will review the Sunrise Powerlink as it correlates to all aspects of the RES, including the impact on in-region renewable and nonrenewable generation.

We look forward to reviewing your draft submittal of the LTPP prior to your filing with the Public Utilities Commission. We also would like to thank you for the occasion to participate in the LTPP process as a planning partner, and look forward to an ongoing collaborative relationship in this realm.

Sincerely,

MICKEY CAFAGNA
Chair, SANDAG Board of Directors

MC:RR:dd

cc: Commissioner Michael Peevey, CPUC
    Administrative Law Judge Carol Brown, CPUC
    Senator Christine Kehoe, Chair, Senate Energy, Utilities and Communications Committee
San Diego Association of Governments

EXECUTIVE COMMITTEE

September 8, 2006

AGENDA ITEM NO.: 4

Action Requested: INFORMATION

SERVICE BUREAU FY 2006 ANNUAL REPORT

File Number 7500000

Introduction

The SANDAG Service Bureau completed its initial year of operation at the end of FY 2006. By all measures, the first year was a successful one. This report summarizes the project activities conducted during FY 2006, the financial performance and status of the Service Bureau, and plans for the current fiscal year.

Discussion

The SANDAG Service Bureau is a fee-based operation that provides informational and technical services to member agencies, nonmember government agencies, private organizations, and individuals. The purpose of the Service Bureau is to offer products and services that meet the needs of decision makers in the public and private sectors while enhancing the quality and extent of demographic, economic, transportation, land use, criminal justice, and other information maintained in our Regional Information System (RIS) and the technology used to support it. One of the main goals of the Service Bureau is to generate revenue to continually update and maintain the RIS, one of the agency’s and the region’s most valuable resources, through a Regional Information System Maintenance and Enhancement Fee (RISMEF).

Financial Status

When projects are budgeted, we include a 17 percent RISMEF established by the Executive Committee in July 2005. While the actual percentage may vary from project to project, the goal is to realize an average of 17 percent in revenues over expenses for all projects. As discussed below, we have achieved, and actually exceeded, this objective for all projects started since the inception of the Service Bureau.

As of June 30, 2006, we had $612,900 in recorded or committed Service Bureau project revenues, which surpassed our revenue target by 29 percent. Expenses related to performing this work are expected to be $497,100. This means that project revenues will exceed project costs by about 23 percent at the completion of all projects. This is greater than our 17 percent target for the RISMEF. However, there are non-project costs related to management and marketing. Even when those expenses ($73,500) are taken into account, our revenues exceed all Service Bureau costs by seven percent as shown in Table 1.
Table 1
SANDAG Service Bureau
FY 2006 Revenues and Expenses

<table>
<thead>
<tr>
<th>Type of Project (number of projects)</th>
<th>Committed Revenue</th>
<th>Projected Expenses</th>
<th>Difference</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Custom Maps &amp; GIS (27)</td>
<td>$90,000</td>
<td>$65,300</td>
<td>$24,700</td>
<td>38%</td>
</tr>
<tr>
<td>Demographic/Economic/Land Use Analysis (15)</td>
<td>$32,000</td>
<td>$27,500</td>
<td>$4,500</td>
<td>16%</td>
</tr>
<tr>
<td>Strategic/Comprehensive Plans (3)</td>
<td>$169,500</td>
<td>$138,200</td>
<td>$31,300</td>
<td>23%</td>
</tr>
<tr>
<td>Surveys (4)</td>
<td>$82,700</td>
<td>$74,300</td>
<td>$8,400</td>
<td>11%</td>
</tr>
<tr>
<td>Transportation Modeling (125)</td>
<td>$238,700</td>
<td>$191,800</td>
<td>$46,900</td>
<td>24%</td>
</tr>
<tr>
<td>Subtotal, All Projects (174)</td>
<td>$612,900</td>
<td>$497,100</td>
<td>$115,800</td>
<td>23%</td>
</tr>
<tr>
<td>Non-Project Expenses (management, marketing, etc.)</td>
<td>--</td>
<td>$73,500</td>
<td>($73,500)</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>$612,900</td>
<td>$570,600</td>
<td>$42,300</td>
<td>7%</td>
</tr>
</tbody>
</table>

1 Includes the total committed revenue and projected expenses over the life of all projects.

An important measure of the success of the Service Bureau is its ability to generate funds to update and maintain the Regional Information System. Our budgeted first-year revenues as identified in the FY 2006 Budget were $574,000. This figure included $474,000 anticipated from projects and $100,000 in SourcePoint retained earnings to cover the start-up costs associated with forming and implementing this new program. At the beginning of FY 2006, SourcePoint (the nonprofit arm of the Service Bureau) had retained earnings of $246,000. The earnings generated by the Service Bureau not only cover the non-project expenses—without dipping into SourcePoint retained earnings—but will add $42,300 to the combined SourcePoint/Service Bureau reserve, bringing the total to $288,300.

Overview of FY 2006 Projects

During the fiscal year, the Service Bureau assisted clients on 174 studies and projects. The services we provided were concentrated in the areas of transportation modeling; custom maps and Geographic Information System (GIS) analysis; demographic, economic, and land use analysis; and surveys.

Our long-standing transportation modeling capabilities served us well over the past year. Transportation models are used to evaluate the traffic and transit impacts of factors such as changes to land use and transportation system configurations. These studies include small projects that can be completed in a few hours’ time as well as complex studies that span many months. A significant
project in this area was the extensive traffic modeling alternatives prepared in support of the County’s 2020 General Plan Update. The products and services we provide in this area account for well over one-third of Service Bureau revenues and nearly three-quarters of all projects.

Preparing custom maps and providing other GIS services has proven to be another important component of the Service Bureau. One of the first Service Bureau contracts we entered into was with a local consulting firm, Urban Counsel, to provide a visual and quantitative analysis of existing and proposed conditions in the Otay Mesa Community Plan area. Since the initial project, we have contracted with them on three other occasions, including an umbrella contract to provide on-call GIS consulting services through December 2007.

Demographic, economic, and land use information are key components of our Regional Information System. Nearly all Service Bureau projects use this information in some form, but 15 FY 2006 projects focused primarily on the compilation and analysis of this data. We were able to assist the Finance Officers of several local government agencies by compiling a 10-year history of demographic and economic information for each city, which was required as part of their Comprehensive Annual Financial Report. On the land use side, a parking inventory and capacity study was conducted for the City of Encinitas to help determine parking needs and strategies in the Cardiff Business District.

The Service Bureau conducted four major surveys this year for public and private industry clients. We continued a long history of assisting the City of La Mesa with its periodic surveys of residents; our Criminal Justice Research Unit worked with the City of Chula Vista Police Department to assess residents’ perceptions about crime-related issues; we supplemented our GIS work with Urban Counsel to include a survey of housing and household characteristics in the South Bay area; and worked with Metropolitan Transit System (MTS) to survey Green Line trolley riders to assess ridership patterns and satisfaction with this new service.

Marketing and Outreach Activities

We have employed several mechanisms to inform current and past clients about the new Service Bureau and to increase awareness among those who haven’t used our services. Marketing and outreach activities include letters to current and former LTA/SourcePoint clients introducing the Service Bureau and designing a “glossy” postcard that was distributed to a wider audience of about 350 people (and continues to serve as a marketing tool) to expand awareness of our products and areas of expertise. We also designed and published a Service Bureau section of the SANDAG Web site that illustrates our capabilities and provides examples of previous studies. Our Graphics division developed a distinctive Service Bureau logo, which was incorporated into business cards, letterhead, and collateral materials.

Streamlining Operational and Administrative Functions

Among the most important reasons for forming the Service Bureau was to improve efficiency and effectiveness by integrating staff resources and streamlining the administrative functions required to properly serve clients. Although any SANDAG staff member may at some time work on a Service Bureau project, we established a core team with expertise in a variety of areas, and this group is primarily responsible for the work conducted through the Service Bureau. This structure facilitates a timely response to Service Bureau clients and reduces disruption in the flow of ongoing SANDAG work program efforts.
Working with Finance and Procurement, we have put in place processes to efficiently execute Service Bureau contracts, prepare invoices, and other related activities. In order to monitor project budgets, the agency’s financial accounting system has been modified to include financial reports that show the budget status of each project as well as a summary by project category.

**Future Activities**

We have a good understanding of the Service Bureau’s core services and strengths, and have established a good reputation and repeat business in these areas among a relatively small client base. We believe that we can expand on the success of the first year of operation by developing and implementing a marketing plan. The FY 2007 Overall Work Program (OWP) and Budget includes funds for this purpose, and we are currently preparing a Request for Proposals to select a consultant to conduct this work. Our current schedule calls for the plan to be completed by the end of the calendar year.

Financially, FY 2007 has gotten off to a strong start. Since July 1, we have entered into agreements totaling more than $350,000 for several projects, including housing studies for the Cities of Coronado and San Marcos, collaboration with Caltrans to prepare a Border Master Plan, and providing continued GIS mapping and analysis services to Urban Counsel.

The revenues generated by the Service Bureau through the RISMEF benefit the entire agency by enabling us to provide accurate, timely, and comprehensive information to support all OWP efforts. In the short term, we plan to build on our existing strengths and to implement marketing strategies identified in the new marketing plan to “grow” the Service Bureau. In the longer term, we are exploring opportunities to broaden the services available to clients through collaboration with departments across the agency and partnerships with other agencies and organizations.

JEFF TAYMAN  
Director of Technical Services  

Key Staff Contact: Karen Lamphere, (619) 699-6955, kla@sandag.org
EXECUTIVE COMMITTEE

September 8, 2006

AGENDA ITEM NO.: 5

Action Requested: INFORMATION

LEGISLATIVE STATUS REPORT

File Number 7000900

Introduction

At its January 27, 2006, meeting, the Board of Directors approved SANDAG’s Legislative Program for calendar year 2006. Consistent with past programs, the 2006 Legislative Program (Attachment 1) includes policies and proposals for possible federal and state legislation and local activities. The program is intended to serve as a road map for Board members and staff to follow when various positions and activities are requested during the year.

The status report summarizes recent progress related to SANDAG-sponsored legislative efforts and other state and federal legislative activities.

Discussion

Status of the Board's Ten Sponsored Legislative Goals

The following discussion summarizes recent activities related to the ten sponsored goals in the 2006 Legislative Program. Key changes from the prior month’s status report are shown in bold text.

Goal 1: Pursue FY 2007 federal appropriation requests

As previously reported, on June 14, 2006, the United States House of Representatives approved its version of the FY 2007 Transportation, Treasury, and Housing and Urban Development Appropriations bill totaling $67.8 billion. The Senate Committee on Appropriations approved its version of the FY 2007 Transportation, Treasury, and Housing and Urban Development, the Judiciary, and Related Agencies Appropriations bill (H.R. 5576) totaling $69 billion.

Congress appears unlikely to complete action on the FY 2007 Transportation Appropriations bill until after the mid-term elections on November 7, 2006. The House adjourned for the August recess on July 28, 2006, and the Senate adjourned on August 4, 2006. While both houses of Congress will return to session during the week of September 4, they are expected to adjourn again in late September for the upcoming elections. Since the Senate is not expected to bring the committee-approved bill to the floor during the short September session, it is unlikely that the final FY 2007 Transportation Appropriations bill will be completed until a lame duck session scheduled to begin the week of November 13. Under this scenario, Congress will need to pass a continuing resolution in late September to provide funds for the new fiscal year that begins on October 1.
During the lame duck session, the Senate could complete action on the FY 2007 Transportation Appropriations bill and then proceed to a conference with the House. At that time, it is likely that the bill will be included in an omnibus appropriations bill that incorporates several appropriations bills. If Congress utilizes an omnibus in order to finish the appropriations process quickly, the Senate could go to conference on the Transportation Appropriations bill using the legislative text reported by the Senate Appropriations Committee and the House-passed bill.

Goal 2: Technical clean-up language to the multiyear transportation bill, SAFETEA-LU

As previously reported, the House passed a technical corrections bill (H.R. 5689) amending SAFETEA-LU by voice vote on June 28, 2006. The House bill included two description changes for projects in the San Diego region (Project number 1639 – Highway 94 improvements, and Project number 3537 – Magnetic Levitation studies). There has been no similar activity on the Senate side. Technical corrections may be addressed during the lame duck session following the November 7 elections.

The following state bills relate to SAFETEA-LU implementation:

- **SB 1282 (Ducheny):** Transportation: federal funds: border infrastructure program. This urgency bill would require federal funds apportioned to the state under the coordinated border infrastructure program of SAFETEA-LU to be exempt from the STIP funding distribution and fair share formulas. The bill also would authorize these funds to be used for projects located in Mexico. The Imperial Valley Association of Governments and the County of Imperial are co-sponsors of the bill with SANDAG. The bill passed the Assembly on August 23, 2006, and is awaiting signature by the Governor.

- **SB 1587 (Lowenthal):** Transportation planning: highway safety: federal funds. Current state law requires transportation planning agencies to adopt and submit an updated regional transportation (RTP) plan to the California Transportation Commission and the Department of Transportation every three years. This bill would increase the RTP timeframe to every four years consistent with federal law. The bill was amended on August 24, 2006, to add provisions authorizing the Department of Transportation (Caltrans) to conduct examinations on a position-by-position basis for specified managerial and supervisorial classifications and to make appointments for those classifications according to certain procedures. SB 1587 passed the Assembly on August 29, 2006 and has moved to the Senate. There is another bill, AB 3028 (Laird) that contains the same provisions as SB 1587 to increase the RTP update cycle to every four years. AB 3028 passed the Senate on August 30 and is awaiting action by the Assembly. To remain active, the bills must pass out of the Legislature by August 31, 2006.

Goal 3: Aggressively pursue funding related to interoperability and communications, as well as other priority areas identified in the Regional Public Safety Needs Assessment

ARJIS was awarded $300,000 in grant funding by the Unified Disaster Council for the Pacific Wireless Information Network (PACWIN) project. The funding, which comes from the FY 2005 State Homeland Security Program allocation, will be utilized for acquiring the necessary servers and
associated software for the wireless PACWIN application to share critical public safety information in the field and to enhance the geographic information systems (GIS) public safety application.

Goal 4: Seek funds to implement the Regional Energy Strategy (RES) and respond to legislation related to energy consistent with RES principles

Staff is continuing to pursue state funding to support our regional energy planning efforts through the California Energy Commission (CEC). Senator Kehoe has continued to help with these efforts. **A meeting with key CEC staff to discuss potential funding opportunities is expected in early September.**

Goal 5: Seek amendments to state statutes to enable a second County Supervisor representative on the SANDAG Board

The SANDAG-sponsored bill, SB 1296 (Kehoe): San Diego Consolidated Transportation Agency: governance: increases the governing board from 20 to 21 members by adding a second member from the San Diego County Board of Supervisors to ensure continuity in representation from the County’s unincorporated area and incorporated communities. The bill also revises the definition of SANDAG’s governing board to include the Mayor of San Diego as one of two City of San Diego representatives to the board. Registered support for the bill includes the County of San Diego and San Diego Mayor Jerry Sanders. **The bill was signed by the Governor and chaptered into law on August 22, 2006.**

Goal 6: Aggressively seek Homeland Security funding for Automated Regional Justice Information System (ARJIS), transit, freight, regional public safety initiatives, and ports of entry; and

Goal 7: Pursue Homeland Security funding at both the state and federal levels for prevention and emergency preparedness and response to catastrophic events in the San Diego region

On July 13, 2006, the Senate approved the FY 2007 Homeland Security appropriations bill (H.R. 5441). The bill provides $150 million for transit and rail security funding, the same amounts provided in the FY 2005 and FY 2006 Homeland Security Appropriations laws (P.L. 108-334 and P.L. 109-90). The Senate and House bills will go to a conference committee following the August recess, with action on the final conference bill expected in September.

Goal 8: Legislation that focuses on youth and gang violence prevention and pursues funding for prevention and intervention efforts

Goal 9: Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine

Criminal Justice Research Division staff has submitted or is in the process of submitting a number of grant proposals to study juveniles who cross both dependency and delinquency systems, as well as to investigate strategies to address several issues in the San Diego region. These other issues include disproportionate minority confinement, gang violence, mental health issues among juvenile delinquents, juvenile prostitution, and prisoner re-entry.
We are continuing to work with our federal legislative representatives to identify potential federal funding sources for the Substance Abuse Monitoring (SAM) project. The ongoing SAM monitoring provides useful information for policymakers, law enforcement, and treatment providers and helps play a crucial role in creating successful rehabilitation and prevention programs. The County of San Diego is contributing $75,000 to continue SAM in FY 2007. **In FY 2008, the County has agreed to fund three-fourths of the SAM project costs; SANDAG would provide the remaining one-fourth in funding.**

As previously reported, on June 29, 2006, the House passed the FY 2007 Science, State, Justice, and Commerce appropriations bill at a $59.84 billion funding level. Under the Department of Justice, the measure provides $2.7 billion for assistance to state and local law enforcement to carry out crime fighting initiatives, $1.2 billion above the President’s request. As a result, the San Diego region could receive additional funding through federal and state programs such as: $415 million to reimburse states for criminal alien detention costs; $635 million for the Edward Byrne Justice Assistance Grants (JAG) program; $286 million for juvenile delinquency prevention and accountability programs; $100 million for law enforcement technologies and interoperability; $104 million for methamphetamine hot spots; and $40 million to reduce gang violence.

**On July 13, 2006, the Senate Appropriations Committee approved the FY Commerce, Justice, Science (CJS) Appropriations bill at a $51.2 billion funding level. The bill includes $85.0 million for methamphetamine hot spots ($22.2 million above the FY 2006 enacted level and $44.9 million above the request). Once the Senate passes its version of the bill, the measure will go to conference where differences will be resolved.**

Goal 10: Allow SANDAG to conduct public meetings in Mexico and other jurisdictions that border SANDAG’s jurisdiction for the purpose of addressing projects, programs, and issues that affect multiple jurisdictions, but which are currently restricted under the Brown Act

In April, the Executive Committee asked staff to research and prepare a legal opinion identifying the current legal constraints that preclude SANDAG from holding meetings outside of San Diego County. Once this is completed, Senator Ducheny has indicated that she could request Legislative Counsel to provide its opinion on the matter. **SANDAG General Counsel is currently working on the legal analysis.**

**Other State Bills**

In addition to the legislative activity discussed above, there are many other state bills introduced this year related to SANDAG’s legislative goals and objectives. Attachment 2 provides a summary of the various bills, which are listed in alphabetical order by category, along with the relevant legislative goal(s) in the 2006 Legislative Program. It includes bills that we are monitoring as well as others recommended for a support or an oppose position. Key state bills worth noting include:

- **SB 463 (Ducheny) Toll roads: State Highway Route 125.** Existing law authorizes the Department of Transportation to solicit proposals and enter into agreements for the construction and lease of no more than two toll road projects and specified the terms and requirements applicable to those projects. Existing law provides that the toll roads constructed under these provisions shall be owned by the state but leased to a private entity for up to 35 years under the agreement. This bill would extend by 10 years the existing...
authority for tolls to be collected on State Route (SR) 125 toll road in San Diego County. As amended on August 22, 2006 the bill also would authorize SANDAG to continue the collection of tolls by a two-thirds vote of the SANDAG Board of Directors, with the stipulation that excess toll revenues must be used for projects that improve the operations of SR 125. SB 463 passed the Assembly on August 30; it is awaiting action by the Senate, where it must pass by August 31 to remain active. The bill is supported by the Cities of Chula Vista and San Diego, the County of San Diego, California Transportation Ventures, Inc. (CTV), and a number of Chambers of Commerce, Economic Development Corporations, and other agencies.

- **AB 372 (Nation)** Public contracts: transit design-build contracts. Existing law authorizes transit operators until January 1, 2007, to enter into a design-build contract, as defined, according to specified procedures. This bill would extend the duration of these provisions until January 1, 2011. **Staff worked with the author to include provisions that enable SANDAG to utilize the design build procurement on transit projects it constructs.** AB 372 passed out of the Assembly on August 21, 2006, and is awaiting signature by the Governor.

The schedule for the remainder of the 2005-2006 State Legislative Calendar is included as Attachment 3. August 31, 2006, was the last day for each house to pass bills this session. September 30 is the last day for the Governor to sign or veto bills passed by the Legislature.

**Other Federal Legislative Activity**

SAFETEA-LU (Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users) authorized highway and public transportation federal spending programs for the six-year period from 2004-2009. Passage of this transportation reauthorization bill in summer 2005 was the result of many years of planning and development. Organizations such as the American Public Transportation Association (APTA) have already begun work on the next reauthorization process. It is the belief of many that the Highway Trust Fund and the Mass Transit Account will be insolvent by the year 2009. Identifying policies and programs that will expand revenues for transportation is vital for the next reauthorization measure. SANDAG has a tremendous opportunity to participate in the development of future policies and programs, and work on the reauthorization process should be included as a goal in the 2007 SANDAG Legislative Program.

APTA also is currently working with Congress on ideas and policies that recognize that public transportation can be an important component of a national energy strategy.

KIM KAWADA  
Executive Program Manager

**Attachments:**  
1. Summary of Legislative Goals for Calendar Year 2006  
2. Summary of Pending Bills in the 2005-2006 Legislative Session  
3. 2005-2006 State Legislative Calendar

**Key Staff Contacts:**  Kim Kawada, (619) 699-6994, kka@sandag.org
# SUMMARY OF LEGISLATIVE GOALS FOR CALENDAR YEAR 2006

## Sponsor

<table>
<thead>
<tr>
<th>General Description of Goal</th>
<th>No.</th>
<th>Priority</th>
<th>Board Position</th>
<th>Position Date</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>Fed</th>
<th>State</th>
<th>Local</th>
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</thead>
<tbody>
<tr>
<td>Pursue FY 2007 federal appropriation requests.</td>
<td>1</td>
<td>Highest</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>Technical clean-up language to the multi-year transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), such as, but not limited to, revising and clarifying earmark language and policy changes if deemed appropriate, and agreed-upon, follow-up State legislation, e.g., identifying the Border Infrastructure Program as a stand-alone program that is exempt from Senate Bill 45 funding distribution.</td>
<td>2</td>
<td>Highest</td>
<td>Sponsor/Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Aggressively pursue funding related to interoperability and communications, as well as other priority areas identified in the Regional Public Safety Needs Assessment.</td>
<td>3</td>
<td>Highest</td>
<td>Sponsor</td>
<td>2005</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></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>4</td>
<td>Higher</td>
<td>Sponsor</td>
<td>2002</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>Seek amendments of state statutes to enable a second County Supervisor representative on the SANDAG Board to help ensure continuity of the representation from both the incorporated and unincorporated areas of the County.</td>
<td>5</td>
<td>Higher</td>
<td>Sponsor</td>
<td>2006</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Aggressively seek Homeland Security Funding for Automated Regional Justice Information System (ARJIS), transit, freight, regional public safety initiatives, and ports of entry.</td>
<td>6</td>
<td>High</td>
<td>Sponsor</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
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<td>Pursue Homeland Security funding at both the state and federal levels for prevention and emergency preparedness and response to catastrophic events in the San Diego region.</td>
<td>7</td>
<td>High</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<td>Legislation that focuses on youth and gang violence prevention and pursue funding for prevention and intervention efforts.</td>
<td>8</td>
<td>High</td>
<td>Sponsor/Sponsor</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td></td>
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<td>Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine.</td>
<td>9</td>
<td>Medium</td>
<td>Sponsor</td>
<td>2005</td>
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Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
### GENERAL DESCRIPTION OF GOAL

<table>
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<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>POSITION DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
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<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
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**Allow SANDAG to conduct public meetings in Mexico and other jurisdictions that border SANDAG’S jurisdiction for the purpose of addressing projects, programs, and issues that affect multiple jurisdictions, but which are currently restricted under the Brown Act.**

**SUPPORT/Oppose**

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<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
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</thead>
<tbody>
<tr>
<td><strong>Efforts consistent with financial strategies adopted in the Regional Transportation Plan such as, but not limited to, increase revenues for transportation and other related purposes through measures that would increase gas tax or equivalent revenue sources, bond measures, developer fees, and public/private partnerships; oppose efforts that reduce revenues for transportation and other related purposes such as the borrowing of Proposition 42; and maximize flexibility of federal and state funding.</strong></td>
<td>11</td>
<td>Highest</td>
<td>TBD (based on activity)</td>
<td>2002/ revised 2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
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<td>X</td>
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<tr>
<td><strong>Efforts to expand available methods of transportation project delivery, e.g., design-build, construction management at risk procurements, and other alternative delivery methods that expedite project delivery.</strong></td>
<td>12</td>
<td>Highest</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td><strong>Fiscal reform initiatives enabling regions to develop their own fiscal strategies and oppose unfunded mandates on local government. Pursue initiatives that balance the fiscal influence that sales tax revenue has upon local land use decisions.</strong></td>
<td>13</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>Legislation that rewards jurisdictions that produce more housing, especially affordable and transit-oriented developments; supports regional fair-share allocation of housing funds; and provides additional funding for affordable housing with greater local/regional control over the allocation of those funds.</strong></td>
<td>14</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
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<td>X</td>
</tr>
<tr>
<td><strong>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 development, and/or walkable communities).</strong></td>
<td>15</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
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</tr>
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<tbody>
<tr>
<td>Lower the current 2/3rds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote.</td>
<td>16</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
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<td></td>
<td>X</td>
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<tr>
<td>Efforts assisting in the implementation of key environmental efforts, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues.</td>
<td>17</td>
<td>Higher</td>
<td>Support</td>
<td>2002</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
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<tr>
<td>Mechanisms and funding providing for the implementation of MOBILITY 2030, including value pricing, Managed Lanes, high-occupancy toll (HOT) Lanes; the alleviation of current constraints on transponder technology; use of freeway shoulder lanes by transit and other transit priority treatments; and other mechanisms that provide for more efficient use of highways and local roads.</td>
<td>18</td>
<td>Higher</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
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<tr>
<td>Transit boards’ legislative programs consistent with SANDAG policy.</td>
<td>19</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
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<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Enhancing of border security and reducing border wait times; pursuit of funding, legislation, and other financing mechanisms supporting interregional partnerships and binational trade and border projects.</td>
<td>20</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Participate in efforts related to legislative and administrative reform of the state housing element law.</td>
<td>21</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Full funding of the Census Bureau’s American Community Survey Program to ensure timely release of critical demographic and economic information for our region.</td>
<td>22</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
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<td>X</td>
<td>X</td>
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<tr>
<td>Utilize existing legislative monitoring sources, such as the International Association of Chiefs of Police, National Sheriffs’ Association, California Police Chiefs Association, California State Sheriffs’ Association, League of California Cities, California State Association of Counties, and National Association of Counties, to keep abreast of federal and state public safety legislation of interest to the region and the PSC, and support these organizations’ legislative programs where consistent with SANDAG’s Legislative Program.</td>
<td>23</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tbody>
<tr>
<td>Legislative and funding initiatives that support and enhance public safety activities,</td>
<td>24</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td></td>
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<td>including the California Law Enforcement Telecommunications System (CLETs) that provides</td>
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<td>the secure infrastructure and systems for public safety access to critical state and federal</td>
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<td>data.</td>
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<tr>
<td>Maintain and Increase regional decision-making authority in areas consistent with SANDAG's</td>
<td>25</td>
<td>Medium</td>
<td>Support</td>
<td>2003</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
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<td>mission/policies.</td>
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<tr>
<td>Legislation resulting in cost efficiencies and savings.</td>
<td>26</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Other organizations' legislative programs where consistent with SANDAG policy, i.e.,</td>
<td>27</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>CALCOG (California Association of Councils of Governments), APTA (American Public</td>
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<tr>
<td>Transportation Association), AMPO (Association of Metropolitan Planning Organization),</td>
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<tr>
<td>NARC (National Association of Regional Councils), and CTA (California Transit Association),</td>
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<tr>
<td>Self-Help Counties Coalition, League of California Cities, and California State Association</td>
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<td>of Counties, and Caltrans.</td>
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**MOONITOR**

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</thead>
<tbody>
<tr>
<td>Efforts that expand free access by single-occupant vehicles (SOVs) to high-occupancy-toll</td>
<td>28</td>
<td>Higher</td>
<td>Monitor/Respond</td>
<td>2004</td>
<td>X</td>
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<td>(HOT) lanes.</td>
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<tr>
<td>Legislation relating to personnel matters, i.e., workers' compensation, Public Employee</td>
<td>29</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2003</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
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<tr>
<td>Retirement Systems (PERS) benefits, and other labor-related issues.</td>
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<tr>
<td>Legislation affecting solid waste, water supply, and storm water; support of funding</td>
<td>30</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td>opportunities to assist in these areas.</td>
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<tr>
<td>Legislation requiring local agencies to implement new administrative compliance measures.</td>
<td>31</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>Proposals that limit the use of eminent domain for public infrastructure projects.</td>
<td>32</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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SUMMARY OF PENDING BILLS IN THE 2005-2006 LEGISLATIVE SESSION

Changes from last month’s summary are shown in **bold** or **strikeout** text.

SANDAG-Sponsored Bills

- **SB 1282** (Ducheny – Introduced 02/14/06) Transportation federal funding: border infrastructure program
  
  **Status:** Passed Assembly on 8/23/06. The bill is now awaiting Governor’s approval.
  
  Summary: This urgency bill would require federal funds apportioned to the state under the coordinated border infrastructure program of SAFETEA-LU to be exempt from the State Transportation Improvement Program (STIP) funding distribution and fair share formulas. (An urgency bill would take effect upon passage rather than on January 1, 2007.) The bill also would authorize these funds to be used for projects located in Mexico. The Imperial Valley Association of Governments and the County of Imperial are co-sponsors of the bill with SANDAG. There is no reported opposition.

- **SB 1296** (Kehoe – Introduced 2/15/06) San Diego Consolidated Transportation Agency: governance
  
  **Status:** Approved and signed into law by Governor on 8/22/06
  
  Summary: This bill increases the governing board from 20 to 21 members by adding a second member from the San Diego County Board of Supervisors to ensure continuity in representation from the County’s unincorporated area and incorporated communities. The bill also revises the definition of SANDAG’s governing board to include the Mayor of San Diego as one of two City of San Diego representatives to the board. Registered support for the bill includes the County of San Diego and San Diego Mayor Jerry Sanders.

- **SB 1539** (Kehoe – Introduced 02/23/06) San Diego Association of Governments Energy Working Group
  
  **Status:** Assembly 1st reading; as reported in July, this bill is no longer active.
  
  Summary: This bill would state the intent of the Legislature that regional planning and implementation of energy-related policy by the SANDAG Energy Working Group, or a coalition of entities in the San Diego region, or both, should occur. The bill would state the further intent of the Legislature that the development and implementation of energy management plans to advise local governments in the effective implementation of renewable energy projects, green building options, and energy efficiency should occur.

**Border-Related (Legislative Goal No. 20)**

- **AB 2399** (Garcia – Introduced 02/23/06) California and Mexico border infrastructure
  
  **Tribal-state gaming compacts**
  
  **Status:** Assembly Committee on Governmental Organization. This bill has been amended and is no longer relevant to SANDAG; it will be removed from the next status report.
Summary: Existing law charges the Secretary of Business, Transportation, and Housing (BT&H) with the responsibility of developing and reporting to the Governor on legislative, budgetary, and administrative programs that accomplish comprehensive, long-range, coordinated planning and policy formulation on matters of public interest related to the BT&H Agency. This bill would require the Secretary, by January 1, 2009, to prepare and provide to the Legislature a study on the infrastructure development along the border between the state and Mexico and any need for alternative financing mechanisms suited to the challenges of the border region.

This bill would ratify an amendment to a tribal-state gaming compact entered into between the State of California and the Agua Caliente Band of Cahuilla Indians, executed on August 8, 2006.

POSITION: SUPPORT

Eminent Domain (Legislative Goal No. 32)

- **SB 1210** (Torlakson) - Introduced 01/26/06) Eminent domain

  Status: **Passed Assembly on 8/24/06. The bill is now awaiting action by the Senate.**

  Summary: Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant’s litigation expenses. This bill would provide that an offer of the plaintiff shall be deemed unreasonable if the offer is lower than the amount ordered as compensation by 10 percent or more. The bill also would define litigation expenses to mean the party’s reasonable attorney’s fees and costs, including reasonable expert witness and appraiser fees.

  POSITION: MONITOR

Energy (Legislative Goal No. 4)

- **AB 2778** (Lieber) - Introduced 02/24/06) Electricity: self-generation incentive program

  Status: **Senate 3rd reading 8/28/06**

  Summary: This bill would extend the administration of the Self-Generation Incentive Program by the California Public Utilities Commission until January 1, 2017 January 1, 2010. The Self-Generation Incentive Program would authorize incentives for technologies like fuel cells (renewable and non-renewable), wind turbines, micro-turbines, and small gas turbines. The bill would not apply to solar systems, as they are addressed in Senate Bill 1 (Muray).

  According to the Regional Energy Strategy 2030, Goal #4, “Power production will be a mix of centralized and distributed generation resources. Renewable resources such as solar, wind, and biomass and non-renewable resources such as fuel cells and other distributed generation technologies will comprise a much larger and more significant portion of the region’s resource base. Efficient natural, gas-fired plants located on both sides of the order will meet the region’s remaining base load.” AB 2778 supports this RES goal.

  POSITION: MONITOR
• **SB 1 (Murray)** - Introduced 12/06/04 California Solar Initiative

  **Status:** Signed into law by Governor on 8/21/06

  **Summary:** This bill would make statutory changes necessary to expand the scope of a California Solar Initiative (CSI), a solar program implemented by the California Public Utilities Commission (PUC), to apply to all electricity utilities; impose specific requirements on the PUC in implementing the CSI; and, requires developers to provide the option of solar panels on new homes.

  **POSITION: SUPPORT**

**Housing (Legislative Goal Nos. 14 and 21)**

• **AB 2158 (Evans)** – Introduced 02/21/06 Regional housing needs

  **Status:** Passed Assembly on 8/22/06. The bill in now awaiting Governor’s approval.

  **Summary:** Existing law requires that at least two years prior to a scheduled revision of a city or county housing element of its general plan, each council of governments or delegate subregion shall develop a proposed methodology for distributing the existing and projected housing needs to cities, counties, and cities and counties within the region or subregion. The methodology includes a list of specified factors. This bill would add to that list the factors of adopted spheres of influence for all local agencies in the region and adopted policies of the local agency formation commission. This bill is sponsored by the League of California Cities.

  **POSITION: MONITOR**

• **AB 2307 (Mullin)** – Introduced 02/22/06 State mandates: housing element

  **Status:** Assembly Appropriations

  **Summary:** The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for the Commission on State Mandates to make that reimbursement or preclude reimbursement if a local agency is authorized to levy a fee to pay the cost of a mandated program or service. This bill would repeal the authority of councils of government to charge a fee to local governments for their role in determining housing needs. It also would require the Commission on State Mandates to reconsider its decision regarding the regional housing need mandate and determine whether joint powers agencies are eligible claimants. This bill is sponsored by the Association of Bay Area Governments and has official support by the League of California Cities, the California Association of Council of Governments, the California State Association of Counties, and the California Business Industry Association, if amended.

  **POSITION: SUPPORT**

• **AB 2572 (Emmerson)** – Introduced 02/23/06 Housing element: colleges

  **Status:** Assembly

  **Summary:** Existing law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. As part of a revision of a general plan, each council of governments or
delegate subregion is required to survey each of its member jurisdictions regarding specified housing factors for use in developing a methodology for distributing existing and projected regional housing needs. This bill would require each council of governments or delegate subregion to include among factors to develop this methodology the housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction. The League of California Cities is the sponsor of this bill.

POSITION: SUPPORT

- AB 2634 (Lieber – Introduced 02/24/06) Housing elements

Status: Bill was amended on 8/28/06. The bill has been re-referred to the Assembly.

Summary: The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. One part of the housing element is an assessment of housing needs and an inventory of land suitable for residential development in meeting the jurisdiction's share of the regional housing need. This bill would provide that the required analysis of population and employment trends and quantification of the locality's existing and projected housing needs for all income levels shall include extremely low-income households, as defined, thus imposing a state-mandated local program. This bill is supported by many housing senior groups, but it is opposed by the California League of Cities.

This bill would incorporate additional changes in Section 65583 of the Government Code, proposed by SB 1322, which addresses emergency shelters and additional housing, to become operative only if SB 1322 and this bill are both chaptered and become effective on or before January 1, 2007, and this bill is chaptered last.

POSITION: MONITOR

- AB 3042 (Evans – Introduced 02/24/06) Regional housing

Status: Passed Assembly on 5/31/06. The bill is awaiting action by the Senate Transportation and Housing Committee.

Summary: Existing law requires each city, county, and city and county to adopt for its jurisdiction, according to specified deadlines, a general plan that includes certain mandatory elements, including a housing element. Existing law requires the Department of Housing and Community Development to review local housing elements for conformity with specified provisions of law, including the regional housing needs of the city or county. Under existing law, either a council of governments or the Department of Housing and Community Development, in areas with no council of governments, is required to determine, in accordance with specified procedures, the share of a city or county of regional housing needs in all economic sectors of housing. Existing law establishes the conditions under which the shares of regional housing needs to be met may be transferred among cities and counties. This bill would provide an additional procedure by which a city or county may enter into an agreement to transfer a percentage of its share of the regional housing needs to another city or county.

POSITION: SUPPORT
SB 1800 (Ducheny – Introduced 02/24/06) General plans: housing

Status: Senate Transportation and Housing; as reported in July, this bill is no longer active.

Summary: Existing law requires each planning agency to prepare, and the legislative body of each county and city to adopt, a comprehensive, long-term general plan for the physical development of the county or city. The general plan consists of various elements, including a housing element. The housing element consists, in part, of an identification and analysis of existing and projected housing needs in the community and the community's share of regional housing needs, and is to be periodically revised. This bill would require the legislative body of a local agency, as defined, to adopt the general plan, would define the term "long-term," with respect to the general plan, and would require the local government at the same time it revises its housing element to adopt a housing opportunity plan, as described, as a part of the housing element, thereby imposing a state-mandated local program. As amended on May 23, 2006, the bill would create in the State Treasury the Housing Planning Fund, which would be continuously appropriated to the Department of Housing and Community Development for specified purposes relating to housing opportunity plans. (Two percent of this fund would fund the Regional Housing Needs Assessment (RHNA) process.) The fund would be funded by an unspecified fee imposed upon each application for a building permit for new residential construction collected by cities and counties and paid into the fund. The bill would revise procedures for the adoption of local and regional housing needs and would make related and conforming changes. The bill would revise procedures for the adoption of local and regional housing needs and would make related and conforming changes. The May 23, 2006, version of the bill proposes a number of changes to the March 29, 2006, version; however, no analysis of these changes has been prepared by a legislative analyst as of the date of this report. The California Building Industry Association and California Major Builders Council are the sponsors of this bill. Opposition to the March 29 version was registered by the California League of Conservation Voters and Defenders of Wildlife. On April 23, 2006, the California Chapter of the American Planning Association wrote a memorandum opposing the bill unless amended. The League of California Cities also wrote a letter of opposition on March 29, 2006.

POSITION: MONITOR

Public Private Partnerships (Legislative Goal No. 11)

AB 3047 (Canciamilla – Introduced 02/24/06) Toll road agreements

Status: Passed Assembly on May 31, 2006. The bill is awaiting action by the Senate Transportation and Housing Committee.

Summary: Existing law authorizes the Department of Transportation to solicit proposals and enter into agreements with private entities or consortia for the construction and lease of no more than two toll road projects and specified the terms and requirements applicable to those projects. Existing law also authorizes the department to construct high-occupancy-vehicle and other preferential lanes. This bill would authorize the department or a regional transportation agency to construct high-occupancy-vehicle and other preferential lanes on the state highway system. The bill would also authorize a regional transportation agency to
construct and operate those lanes as toll facilities subject to specified requirements. Last year, the Executive Committee took a position to support AB 850, a similar bill.

POSITION: SUPPORT

- SB 463 (Ducheny) – Introduced 02/18/05) Toll roads

  Status: Bill was amended on 8/22/06. Passed the Assembly on 8/31/06. The bill now goes to the Senate for concurrence of amendments.

  Summary: Existing law authorized the Department of Transportation to solicit proposals and enter into agreements for the construction and lease of no more than two toll road projects and specified the terms and requirements applicable to those projects. Existing law provides that the toll roads constructed under these provisions shall be owned by the state but leased to a private entity for up to 35 years under the agreement. This bill, with respect to the agreement entered into by the department for the State Highway Route 125 toll road in San Diego County, would instead provide for a 45-year lease period, and would require that lease period to be reflected in the agreement for that facility dated January 30, 1991, as amended. Last year, the Executive Committee took the position to support the bill if agreement could be reached with the author and California Transportation Ventures (CTV). An agreement was reached by SANDAG, the author, and CTV. The bill was amended to include provisions authorizing SANDAG to continue the collection of tolls by a two-thirds vote of the Board, with the stipulation that excess toll revenues must be used for projects that improve operation of the SR 125.

  POSITION: SUPPORT

Public Safety Interoperability and Communications (Legislative Goal No. 3)

- AB 1848 (Bermudez) – Introduced 01/12/06) Homeland security: interoperable public safety communication network

  Status: Passed by Senate on 8/24/06. The bill is awaiting action by the Assembly.

  Summary: Existing law provides for the coordination of state and local public safety agencies and emergency response teams to respond to emergencies. Existing law administered by the Federal Communications Commission authorizes public safety agencies or entities to operate radio communication systems on specified frequencies of the radio spectrum and directs states to oversee the interoperability of the public safety spectrum. This bill would designate the annual report to serve as the state strategic plan for establishing a statewide integrated, interoperable public safety communications network and would require the report to include implementation strategies and timelines. This bill contains other existing laws.

  POSITION: SUPPORT

- AB 2041 (Nava) – Introduced 02/14/06) Public safety: communications

  Status: Bill was amended on 8/7/06 and passed Assembly on 8/14/06. The bill is now awaiting Governor's approval.

  Summary: Under existing law, the Public Safety Radio Strategic Planning Committee, comprised of 13 specified state entities, has primary responsibility in state government to
develop and implement a statewide integrated public safety communications system for state government agencies that facilitates interoperability and other shared uses of the public safety spectrum with local and federal agencies. This bill would add the Military Department, State Department of Health Services, and the Department of Finance to, and remove the Department of the Youth Authority from, the committee and would require that a representative of the Office of Emergency Services serve as chairperson. It would require that interoperability be developed to include first response agencies, as defined, as the committee deems appropriate. It also would require the committee to meet at least twice a year, with one being a joint meeting with the California Statewide Interoperability Executive Committee.

This bill would incorporate additional changes in Section 8592.1 of the Government Code proposed by AB 2116, which would become operative only if AB 2116 and this bill are both chaptered and become operative on or before January 1, 2007, and this bill is chaptered last.

POSITION: SUPPORT

- **AB 2116** (Cohn – Introduced 02/17/06) Emergency services: disaster assistance: equipment

  Status: **Bill was amended on 8/7/06 and passed Assembly on 8/24/06. The bill is now awaiting Governor’s approval.**

  Summary: Existing law requires the Public Safety Radio Strategic Planning Committee to make recommendations for state agency purchase of communications equipment that will enable interoperability and other shared uses of the public safety spectrum with local and federal agencies. This bill would specify that the recommended equipment be public safety radio subscriber equipment that also conforms to governmental standards for interoperability and, as technology evolves, that the equipment or systems be nonproprietary and have open architecture and backward compatibility. The bill would authorize the committee to recommend this equipment to any other federal, state, regional, or local entity with responsibility for developing, operating, or monitoring interoperability of the public safety spectrum.

  This bill would incorporate additional changes to Section 8592.1 of the Government Code proposed by AB 2041, to be operative if this bill and AB 2041 are enacted and become effective January 1, 2007, and this bill is enacted last.

  POSITION: SUPPORT

- **SB 1451** (Kehoe – Introduced 02/23/06) Emergency preparedness, planning, and information

  Status: **Passed the Senate on 8/29/06. The bill is now awaiting Governor’s approval.**

  Summary: Existing law provides for emergency services, as specified. This bill would provide that the State Fire Marshal shall convene a permanent advisory committee, composed of representatives from specified groups, to make recommendations to the State Fire Marshal, the Legislature, and appropriate state and local agencies regarding preparedness, planning, procedures, and the provision of accessible information relating to the emergency evacuation of designated groups from public and private facilities and private residences during emergency or disaster situations. The bill would require the State Fire Marshal to develop and host training workshops, to prepare and disseminate brochures and other relevant materials, and to seek research funding to develop new technologies and
information systems relating to the evacuation of the designated groups from public and private facilities and private residences during emergency and disaster situations. The bill would set forth legislative findings and declarations regarding the need for the bill and would state that it is the intent of the Legislature that the annual Budget Act shall appropriate federal Homeland Security funds to the State Fire Marshal in order to implement the act.

POSITION: MONITOR

Smart Growth (Legislative Goal No. 15)

- **SB 1754** (Lowenthal) – Introduced 02/24/06) Housing and infrastructure zones

  Status: Senate Appropriations – Held under submission

  Summary: Existing law requires a redevelopment agency to use at least 20 percent of its tax increment revenues to increase, improve, and preserve low- and moderate-income housing available at affordable cost to persons and families of low or moderate income and lower, very low, and extremely low income households unless the agency makes certain findings. Existing law sets forth the duties of the California Economic Development and Infrastructure Development Bank generally in promoting economic development activities in the state. This bill would establish a pilot project allowing for the formation, under criteria developed by specified councils of governments and the Secretary of Business, Transportation and Housing, of 100 housing and infrastructure zones in the state. A city or county would be eligible to apply to its council of governments or the agency, as applicable, in order to establish a housing and infrastructure zone, subject to approval by the bank, and specified reporting requirements. By requiring the councils of governments to develop criteria and requiring the councils and local governments to perform other duties with respect to the selection and establishment of zones, the bill would impose a state-mandated local program. The bill would authorize the bank to finance the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of real or other tangible property, for various purposes, including interchanges, ramps and bridges, arterial streets, parking facilities, transit facilities, sewage treatment and water reclamation plants and interceptor pipes, facilities for the collection and treatment of water for urban uses, child care facilities, libraries, parks, recreational facilities, open space, facilities for the transfer and disposal of solid waste, including transfer stations and vehicles, and housing. The bank would be authorized to issue bonds and to receive allocations of revenues resulting from a type of tax increment financing for these purposes. By requiring local agencies to conduct funding allocation activities, this bill also would impose a state-mandated local program.

  POSITION: MONITOR

Transit Specific Issues (Legislative Goal No. 19)

- **AB 713** (Torrico) – Introduced 2/17/05) Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.

  Status: This bill was chaptered by the Secretary of the State on 6/27/06

  Summary: Existing law provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 7, 2006, general election. Subject to voter approval, the act would provide for the issuance of $9.95
billion of general obligation bonds, $9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and $950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. This bill changes the voter ballot date from November 2006 to November 2008.

POSITION: MONITOR

- **AB 1157 (Frommer – Introduced 02/22/05) Rail Safety and Traffic Mitigation Bond Act of 2006**

  Status: Senate Transportation and Housing – Not yet scheduled for hearing

  Summary: Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include $15 million for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from non-state funds and by the affected railroad. This bill would state the intent of the Legislature to enact legislation providing for a general obligation bond act in the amount of $500 million to be submitted to the voters for approval in order to provide funding for a program to eliminate the most dangerous railroad-highway grade crossings in the state, as identified by the Public Utilities Commission, with funds to be allocated by the California Transportation Commission.

  POSITION: MONITOR

- **AB 2630 (Benoit – Introduced 02/24/06) Grade separation project funding**

  Status: Passed Assembly on 8/23/06. The bill is now awaiting Governor’s approval.

  Summary: Existing law requires the Public Utilities Commission to adopt a priority list for railroad-highway grade separation projects and requires the California Transportation Commission to allocate available funding to projects pursuant to that priority list. Existing law generally limits up to $5 million an allocation to a single project, except that if the project meets certain criteria it may receive an allocation up to $20 million. Existing law prohibits an agency that receives an allocation pursuant to that exception from receiving an allocation for another project pursuant to that exception for a period of 10 years. This bill would provide that an agency that receives an allocation pursuant to that exception may be eligible for an allocation for another project if the Department of Transportation determines that funds are available for allocation.

  POSITION: MONITOR

- **SCR 123 (Florez – Introduced 6/8/06) Joint Legislative Committee on High-Speed Trains.**

  Status: Assembly

  Summary: This measure would establish, until December 31, 2008, the Joint Legislative Committee on High-Speed Trains, which would be composed of 5 Members of the Senate and 5 Members of the Assembly, as specified, to hold public hearings to receive public
comment and review the work of the High-Speed Rail Authority and the plans for a high-speed train system in California.

POSITION: SUPPORT

Transportation Funding (Legislative Goal No. 11)

- **AB 2442** (Klehs - Introduced 2/23/06) Personal taxes: sales gas tax exemption: gasoline
  
  Status: Assembly 3rd reading

  Summary: This bill would, for the period commencing on January 1, 2007, and ending on December 31, 2010, reduce the tax imposed under the Sales and Use Tax Law with respect to motor vehicle fuel, as provided. This bill would, upon appropriation by the Legislature, allocate to specified transportation purposes an amount equal to the reduction in tax revenues due to the reduction in sales and use taxes, as provided. In essence, AB 2442 reduces the state sales tax on gasoline that funds Proposition 42 and proposes to backfill the lost funds by imposing a 2 percent surtax on taxable income in excess of $10 million for companies engaged in the petroleum industry. The backfill of Proposition 42 funds is not protected, and therefore an oppose position is recommended.

  Position: OPPOSE

- **AB 2538** (Wolk - Introduced 02/23/06) Transportation funds: planning and programming regional agencies
  
  Status: Passed Senate on 8/23/06. The bill is now awaiting action by Assembly.

  Summary: Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the State Transportation Improvement Program process administered by the California Transportation Commission. Existing law requires 25 percent of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75 percent of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1 percent of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring but authorizes an amount up to 5 percent of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds. This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5 percent of those funds for the purposes of project planning, programming, and monitoring (PP&M). The bill would change the references to "regional improvement funds" to instead refer to "county share."

  POSITION: SUPPORT
ACA 36 (Nation - Introduced 04/17/06) Transportation: motor vehicle fuel taxes

Status: Assembly – Not yet scheduled for hearing

Summary: The California Constitution requires that revenues from taxes imposed by the state on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the costs of collection and refunds authorized by law, be used only for certain street and highway and public mass transit guideway purposes. The Motor Vehicle Fuel License Tax Law imposes a tax of 18 cents per gallon of fuel, as provided. This measure would impose an additional excise tax of 5 cents per gallon on distributors of motor vehicle fuel beginning on January 1, 2007, and would annually increase this tax in 5-cent increments to 25 cents per gallon on January 1, 2011, and thereafter. This measure would specify that the additional revenues from the tax shall be used, upon appropriation by the Legislature, only for purposes of regional transportation improvements and alternative energy.

POSITION: MONITOR

SB 1694 (Aanestad - Introduced 02/24/06) Transportation: federal funds: allocation to counties.

Status: Senate Appropriations

Summary: Existing law requires the Department of Transportation to apportion certain federal transportation funds known as regional surface transportation program (RSTP) funds to specified regional agencies, which in turn apportion their share of funds for projects in each county within their jurisdiction, including funds for secondary highways. Existing law in that regard requires the apportionment to each county of an amount that is not less than 110 percent of the amount each county received in federal fiscal year 1990-91 under what was then known as the federal-aid secondary program. This bill would require additional apportionments to each county for these purposes based on a specified formula as a result of changes to federal law.

POSITION: SUPPORT

SB 1719 (Perata – Introduced 02/24/06) Transportation Investment Fund (Cedillo-Introduced 8/24/06) Payment of wages.

Status: Assembly – Held at desk. Passed Assembly on 8/30/06. This bill has been amended and is no longer relevant to SANDAG; it will be removed from the next status report.

Summary: Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline (Proposition 42), to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20 percent for programs funded by the Public Transportation Account, 40 percent for transportation capital improvement projects in the State Transportation Improvement Program, and 40 percent for apportionment to cities and counties pursuant to certain formulas for road
This bill would permit specified employees working in the entertainment industry and their employers to enter into a collective bargaining agreement to establish a time limit for payment of wages after an employee is discharged or laid off.

POSITION: SUPPORT N/A

• **SB 1611** (Simitian – Introduced 02/24/06) Congestion management fees

Status: **Assembly Appropriations Committee - Held under submission**

Summary: Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion. Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.

This bill would authorize a congestion management agency, or where there is no congestion management agency, the board of supervisors to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee of up to $25 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would require the ballot measure resolution to be adopted by a majority vote of the governing board of the congestion management agency or the board of supervisors, as appropriate, at a noticed public hearing and would also require the resolution to contain a specified finding of fact. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency or the board of supervisors, as appropriate, and would enact other related provisions. This bill is supported by the County of Santa Clara Board of Supervisors.

POSITION: MONITOR

**Transportation Planning (Legislative Goal No. 2)**

• **SB 1587** (Lowenthal – Introduced 02/24/06) Transportation planning: highway safety: federal funds. Transportation

Status: **Passed Assembly on 8/29/06. The bill is awaiting action by the Senate.**

Summary: Current state law requires transportation planning agencies to adopt and submit an updated regional transportation plan to the California Transportation Commission and the Department of Transportation every three years. This bill would increase the timeframe to every four years consistent with federal law.

The bill would also require the department to provide specific apportionments for 2007 and 2008 federal fiscal years for the Monterey Bay and Santa Barbara regions.
In addition, this bill would authorize the appointing authority of the Department of Transportation, based on a demonstration project, to conduct examinations on a position-by-position basis for specified managerial and supervisory classifications and make appointments for those classifications according to certain procedures. The bill would also declare the Legislature’s intent to make permanent the alternative methods used by that department in appointing employees to managerial and supervisory classifications.

POSITION: SUPPORT

Transportation Project Delivery (Legislative Goal No. 12)

- **AB 372** (Nation – Introduced 02/11/05) Public contracts: transit design-build contracts
  Status: **Passed Assembly 8/21/06. The bill is now awaiting the Governor’s approval.**
  Summary: Existing law authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. Existing law repeals these provisions on January 1, 2007. This bill would extend the duration of these provisions until January 1, 2009.
  POSITION: SUPPORT

- **AB 1699** (Frommer – Introduced 02/22/05) Transportation: highway construction contracts: design-build projects Commuter and intercity passenger trains: push-pull operation: study.
  Status: **Amended 8/22/06; Assembly**
  Summary: Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. This bill would authorize, until January 1, 2015, transportation agencies administering local voter-approved transportation sales tax measures to use a specified design-build process for bidding on a maximum of eight state highway construction projects with a total cost of $10,000,000 or more, as specified, with the projects to be selected by the California Transportation Commission. This bill contains other related provisions and other existing laws. Note: This is a two-year bill.

  This bill would require the Department of Transportation to contract with the Institute of Transportation Studies to conduct a study of the safety of push-pull commuter rail and intercity rail passenger operations in California, and would require the study to be submitted to the Legislature by June 1, 2008. The bill would appropriate $475,000 from the Public Transportation Account in the State Transportation Fund to the department for these purposes.

  POSITION: MONITOR
• **SB 371** (Torlakson - Introduced 02/17/05) Public contracts: design-build contracting: transportation entities

Status: Assembly Held at Desk

Summary: Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law, until January 1, 2007, authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. This bill would declare the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority, as defined, or local or regional transportation entity, as provided, and would authorize the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system.

POSITION: SUPPORT

• **SB 1161** (Alarcon - Introduced 01/10/06) State highways: design-sequencing contracts

Status: Assembly Appropriations Committee

Summary: Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct a pilot project to award design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, to be selected by the Director of Transportation. This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met. This bill is sponsored by the Professional Engineers in California State Government and supported by the California Association of Council of Governments.

POSITION: SUPPORT

• **SB 1812** (Runner - Introduced 02/24/06) Department of Transportation: surface transportation project delivery pilot program

Status: Senate Appropriations

Summary: This bill will allow California to participate in a multi-year surface transportation project delivery pilot program authorized under SAFETEA-LU that delegates to the state the responsibilities of the U.S. Department of Transportation (U.S. DOT) under the National Environmental Policy Act (NEPA). This bill accepts the jurisdiction of the federal courts for carrying out the responsibilities assumed by the state under NEPA and waives the state's Eleventh Amendment protection against lawsuits brought in federal court. The intent of the bill is to speed delivery of needed transportation projects without weakening environmental protection. The Department of Transportation (Caltrans) is the sponsor of the bill, which also is supported by the Consulting Engineers and Land Surveyors of California (CELSOC) and is opposed by Environmental Defense.

POSITION: SUPPORT
Other Issues

- **AB 1020** *(Hancock - Introduced 02/22/05) Transportation planning: improved travel models*
  
  Status: Bill amended on 8/9/06 and passed Senate on 8/22/06. The bill is now awaiting Governor’s approval.

  Summary: Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional agencies. **As amended on 8/9/06, this bill would require the commission, by December 31, 2007, to adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies. The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. The bill would specify certain policy choices that a travel demand model shall be capable of evaluating. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements. Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program. Staff worked with author to address initial concerns.**

  Last year, the Executive Committee took the position to monitor and participate in the process, and staff has provided comments on this bill to the author, and the amendments address our concerns.

  **POSITION: MONITOR**

- **AB 2987** *(Nunez - Introduced 2/24/06) Cable and video service*
  
  Status: Assembly

  Summary: This bill would enact the Digital Infrastructure and Video Competition Act of 2006 and would establish a procedure for the issuance of state franchises for the provision of video service, which would be defined to include cable service and open-video systems that would be administered by the Public Utilities Commission. The commission would be the sole franchising authority for state franchises to provide video services. The bill would require any person or corporation that seeks to provide video service in this state to file an application with the commission for a state franchise with specified information, signed under penalty of perjury. By creating a new crime, the bill would impose a state-mandated local program.

  **POSITION: OPPOSE UNLESS AMENDED**
2005-2006 State Legislative Calendar

2006

August 31 Last day for each house to pass bills; final Recess begins at end of this day's session

September 30 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in his possession on or after September 1

October 2 Bills enacted on or before this date take effect on January 1, 2007

November 30 Adjournment Sine Die midnight

December 4 Convening of the 2007-08 Regular Session

2007

January 1 Statutes take effect
SAN Diego Association of Governments

EXECUTIVE COMMITTEE

September 8, 2006

AGENDA ITEM NO.: 6

Action Requested: APPROVE

SANDAG COMMENTS ON AIRPORT MASTER PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT

File Number 4000100

Introduction

The San Diego County Regional Airport Authority recently released a Draft Environmental Impact Report (DEIR) on the Airport Master Plan for San Diego International Airport. The master plan provides for the construction of ten new jet gates at Terminal 2, construction of a 2,000-4,000-space parking garage in front of Terminal 2, redevelopment and re-organization of surface parking and general aviation facilities, and improvements to apron and taxiway areas. The DEIR finds that the proposed project would have no significant impacts on transit, and only minor impacts on traffic and circulation. Therefore, there are no proposed mitigation measures that would improve transit service or regional access to the airport.

Discussion

San Diego International Airport (Lindbergh Field) is located northwest of downtown San Diego, within the City of San Diego. The airport serves more than 16 million passengers, and services 19 airlines, seven air freight companies, 16 airline support providers, and 23 concessionaires. Transit access to and from the airport is currently provided by San Diego Transit Route 922 (“The Flyer”), which connects to Amtrak, COASTER, and the regional Trolley and bus system in downtown San Diego. There are currently no direct access ramps from the region’s freeways onto the airport property. Drivers must access the airport via Harbor Drive, a regional six-lane prime arterial.

Traffic Analysis

The traffic analysis contained in the DEIR has been reviewed by SANDAG staff, and several deficiencies in the analysis have been identified (see Attachment 1). The DEIR assumes that the same number of passengers will access the airport without the proposed new parking and gates, and the DEIR also limits its traffic projections to 2015, instead of 2020 or 2030. Therefore, the DEIR projects very few impacts to the regional transportation system, and few mitigation measures are proposed. There are several improvements to local streets included in the DEIR, but there are no mitigation measures involving improvements to transit facilities or services, or to area freeways. The Airport Authority is discussing transit access improvements with a committee that includes SANDAG, MTS, NCTD, and Caltrans, but such improvements are not currently included in the draft Airport Master Plan or the DEIR.
The traffic analysis should be revised to properly assess the plan’s traffic impacts, and the DEIR should include mitigation measures that would mitigate these impacts, while at the same time achieving an increased transit mode share. The Airport Authority, working with SANDAG, NCTD, and MTS, should set an ambitious, but achievable, mode share goal for the airport that would be similar to the transit mode share seen in other large cities, such as San Francisco (8 percent), Los Angeles (8 percent), New Orleans (16 percent), and Baltimore (8 percent). In comparison, the current transit mode share at San Diego’s airport is about 2 percent. The Airport Master Plan DEIR should include mitigation measures to help achieve the higher transit mode share goal. The mitigation measures could be implemented incrementally and phased in with the construction of other project improvements.

Transit System Improvements

Guidance for methods to achieve a higher mode share can be obtained by reviewing several previous studies and plans. For example, the 2003 transit access study for Lindbergh Field, jointly prepared by the San Diego Unified Port District and Metropolitan Transit Development Board (MTDB), recommended making high-speed bus connections between the airport and major transit centers, especially Old Town. The high-speed connections would use transit priority measures including signal priority, queue jumpers, and transit lanes, as well as specially branded vehicles and stations.

Another relevant transportation study is the Central I-5 Corridor Study, adopted in 2003, which was conducted by SANDAG and Caltrans, with participation by the Centre City Development Corporation (CCDC), MTDB, and the Cities of San Diego, National City, and Chula Vista. This study recommended improvements to airport access, including direct ramps from I-5 to Pacific Highway and exclusive bus/high occupancy vehicle (HOV) lanes between the Old Town Transit Center and the airport. MOBILITY 2030 (the Regional Transportation Plan) also includes the Old Town to Airport rapid bus route.

Using these plans and studies, and based on further analysis of the specific airport facility expansion plan that is currently under review, transit mitigation measures could include one or more of the following options:

- On-airport access improvements to provide buses, taxis, and vanpools a special lane at the arrival and departure gates, immediately adjacent to the terminals; improved waiting facilities; Next Bus technology; and ticket vending machines.
- A Transportation Systems Management (TSM) plan to include an employee transportation coordinator, subsidized or free bus passes for employees, subsidized vanpools, and improved signage to transit stations.
- Implementation of direct Rapid Bus service from the Old Town Transit Center to the airport terminals. The Airport Authority, SANDAG, and MTS should initiate advanced planning and preliminary engineering design for this Rapid Bus route. Planning work should include a parking management plan to determine how to manage parking at the Old Town Transit Center, so as not to displace existing transit passengers and to discourage use of the transit center parking lot as an airport shuttle lot.
- A commitment to expand and improve existing services, such as the Airport Flyer and the COASTER. The Flyer could be enhanced by offering more frequent service, low-floor
vehicles, off-vehicle fare payment, and Next Bus technology. This alternative also should include providing Sunday COASTER service.

- Transit capital and service improvements, including such facilities as a park-and-ride lot on the I-15 corridor, in order to tie into I-15 Bus Rapid Transit service, which will begin operations in 2012.

**Next Steps**

It is the intent of SANDAG staff to submit a letter to the Airport Authority addressing the issues and concerns outlined above, and recommending that the draft Airport Master Plan be modified to address the transit options outlined above. In addition, SANDAG’s Office of General Counsel is researching recent case law to determine the Airport Authority’s legal obligations to fund traffic mitigation measures for the proposed improvements. At the same time, SANDAG staff plans to continue its discussions with the Airport Authority staff on these issues between now and the deadline for submittal of written comments on the Draft EIR (September 18, 2006).

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Memo from Steve Celniker, P.E., Senior Traffic Engineer, dated 8/31/06

Key Staff Contact: Miriam Kirshner, (619) 699-6995, mki@sandag.org
DATE: August 31, 2006

TO: Miriam Kirshner, Senior Planner

FROM: Stephen Celniker, P.E., Senior Traffic Engineer/City Liaison

SUBJECT: COMMENTS ON AIRPORT MASTER PLAN DRAFT EIR

I reviewed Chapter 5.3 (Traffic and Circulation) and Appendix D of the San Diego International Airport Master Plan Draft Environmental Impact Report (EIR), and I have these comments:

- The underlying premise of all traffic and circulation assumptions is that the No Project Alternative would generate exactly as many air passengers and street traffic as the Proposed Project. This seems like a specious argument, considering the negative impacts to air travelers described under the No Project Alternative (“crowding would increase and queues for security screening would increase to unacceptable levels”). It is reasonable to surmise that the deteriorated level of service at the Airport from the No Project Alternative would diminish the attractiveness of air travel and result in fewer flight passengers than the other alternatives. Thus, the Proposed Alternative, which “accommodates forecast growth through 2015 and utilizes Airport property efficiently,” would generate more passengers and more traffic than the No Project Alternative.

- The 2015 forecast of 59,769 daily flight passengers and 99,500 average daily trips (ADT) should be adjusted to differentiate between the No Project and the Proposed Project alternatives.

- The Airport Trip Generation methodology assumes that the “trip rate,” the ADT per origin and destination (O&D) passenger calculation, will decline from 1.75 to 1.66 between 2004 and 2015. Using the 2004 trip rate applied to the 2015 volume of flight passengers, the result is an ADT of 104,595, or 5,095 more than assumed in the EIR. These vanished trips should only be assumed if the EIR includes transit improvements as mitigation.

- The document states, “Under the Land Use Plan no existing or planned transit routes would be modified. Therefore, no significant impacts would occur to transit operations, and no mitigation is required.” This statement does not take into account the need to use transit as a mitigation needed for the growth in airport-generated traffic between 2004 and 2015, the assumed reduction in trip generation rate between 2004 and 2015, and the diminished level of service at several locations between 2004 and 2015.

- Level of Service (LOS) comparisons should be made between the Proposed Project alternative and the Existing condition, as well as the No Project alternative.
• The change in level of service at the signalized intersection Pacific Highway and Laurel Street from the existing LOS D to an LOS E under the 2015 Proposed Project scenario should be considered a significant impact requiring mitigation.

• The change in level of service on the street segment of Hawthorn Street (Kettner Blvd. to Interstate 5) from the existing LOS C to an LOS E under the 2015 Proposed Project scenario should be considered a significant impact requiring mitigation.

• The change in level of service on the street segment of Grape Street (Kettner Blvd. to Interstate 5) from the existing LOS C to an LOS F under the 2015 Proposed Project scenario should be considered a significant impact requiring mitigation.

• The change in level of service on the street segment of North Harbor Drive (Rental Car Rd. to Laurel St.) from the existing LOS C to an LOS F under the 2015 Proposed Project scenario should be considered a significant impact requiring mitigation.

• The Congestion Management Program is mistakenly referred to as the “Construction Management Plan.”

SC/sgr

cc: Bob Leiter, Director of Land Use and Transportation Planning  
Jack Boda, Director of Mobility Management and Project Implementation  
William Anderson, Director of City Planning and Community Investment, City of San Diego
REVIEW OF SEPTEMBER 22, 2006, DRAFT BOARD AGENDA

+1. APPROVAL OF MEETING MINUTES
   A. JULY 14, 2006, POLICY MEETING MINUTES
   B. AUGUST 4, 2006, MEETING MINUTES

2. 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 also may provide information and announcements under this agenda item.

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES

This item summarizes the actions taken by the Transportation Committee on September 1, the Executive and Borders Committees on September 8, and the Transportation and Public Safety Committees on September 15, 2006.

CONSENT ITEMS (4 through 6)

+4. FY 2007 DISADVANTAGED BUSINESS ENTERPRISE PROGRAM GOALS
   (Elaine Richardson)

SANDAG has an established Disadvantaged Business Enterprise (DBE) program plan in accordance with regulations of the U.S. Department of Transportation. In accordance with federal regulations, SANDAG is required to approve annual DBE program goals, herein referred to as Annual Anticipated DBE Participation Level (AAPDL). The Board of Directors is asked to approve the following AAPDL for FY 2007: Projects with Federal Highway Administration Funds – Construction/Special Trades (6.7 percent); and Professional, Scientific, and Technical Services (6.8 percent); Projects with Federal Transit Administration Funds – Construction/Special Trades (5.7 percent); and Professional, Scientific, and Technical Services (4.4 percent).
+5. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS*  (José A. Nuncio)  

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management projects in SANDAG’s five-year Regional Transportation Improvement Program for the period April to June 2006.

+6. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR  (Renée Wasmund)  

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy) and 017 (Delegation of Authority), this report summarizes certain delegated actions taken by the Executive Director during June and July 2006.

CHAIR’S REPORTS (7 through 9)

+7. APPOINTMENT OF NOMINATING COMMITTEE FOR SANDAG BOARD OFFICERS  

In accordance with the SANDAG Bylaws, the Chair will appoint up to a six-person nominating committee for Board officers, made up of Board members from each of the four subregions and a member from the City of San Diego and the County of San Diego. However, the nominating committee shall not include Board members from jurisdictions that have applicants for the Chair or a Vice Chair position on the Board of Directors. The nominating committee will submit its slate nominees, in writing, for mailing to Board members in or around November.

8. REPORT ON REGIONAL ISSUES AFFECTING MARINE CORPS INSTALLATION WEST  (Major General Michael R. Lehnert)  

Major General Michael R. Lehnert, Commander, Marine Corps Installation West, will update the Board of Directors on major regional issues associated with his command.

9. RECOGNITION OF TONI BATES, DIVISION DIRECTOR OF TRANSIT PLANNING, UPON HER RETIREMENT FROM SANDAG
+10. SPRINTER RAIL PROJECT: MONTHLY STATUS REPORT AND BUDGET REQUEST*  (Jim Linthicum, SANDAG; Don Bullock, NCTD)

In August, the Board of Directors authorized NCTD to access up to $10 million in funding from the SANDAG TransNet Commercial Paper (CP) program to cover the SPRINTER project's cashflow needs during August and September. To cover cashflow needs beyond September, the Board’s action also allowed NCTD to request TransNet CP on a month-by-month basis; approval of each funding request requires a monthly project status report, including discussion of implementation and effectiveness of project cost control measures. NCTD and SANDAG staffs will summarize recent progress on the project. The Board is asked to authorize NCTD to access up to $18.2 million in TransNet CP funding to cover SPRINTER cashflow needs from August through October 2006.

+11. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM IMPACT FEE NEXUS STUDY*  (Marney Cox)

The purpose of the TransNet Regional Transportation Congestion Improvement Program (RTCIP) is to ensure that future development will contribute its share toward funding and mitigating new traffic impacts on the Regional Arterial System (RAS) in the adopted Regional Transportation Plan (RTP). The RTCIP requires each local jurisdiction to establish a program or mechanism to collect an impact fee per new residential unit for the purpose of funding the RAS. In accordance with the TransNet Ordinance, SANDAG is responsible for producing the required nexus study to satisfy the California Government Code requirements for funding programs utilizing a development impact fee. The Transportation Committee recommends that the SANDAG Board of Directors accept the nexus study for the purpose of distributing it to the local jurisdictions for their use in implementing the funding program required by the TransNet Ordinance.

+12. OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR: FINAL EARLY ACTION PLAN  (Elisa Arias)

SANDAG, in partnership with the City of Tijuana’s Municipal Planning Institute (Instituto Municipal de Planeación or IMPlan), has evaluated transportation, housing, economic development, and environmental conservation issues as part of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. The Borders Committee recommends that the Board of Directors accept the Otay Mesa-Mesa de Otay Binational Corridor Final Early Action Plan.

+13. FIRST ANNUAL REPORT FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE*  (ITOC Chair Maryam Babaki)

The Chair of the TransNet Independent Taxpayer Oversight Committee (ITOC) will present the first Annual Report from the ITOC outlining its primary areas of activity over the past year and its planned focus areas for the future.
ARJIS AND CRIMINAL JUSTICE RESEARCH ACCOMPLISHMENTS (Mayor Steve Padilla, Public Safety Committee Chair; Pam Scanlon and Cynthia Burke)

The SANDAG FY 2006 Overall Work Program included a number of public safety related work elements funded through local, state, and federal monies. This item highlights the major agency accomplishments for ARJIS (Automated Regional Justice Information System) and Criminal Justice Research during FY 2006. Key successes include the Public Safety Committee (PSC) Regional Interoperability and Communications workshops, enhancements to ARJIS and the Clearinghouse, and other criminal justice research activities. A summary of these accomplishments was presented to the PSC at its September 15, 2006, meeting.

UPCOMING MEETINGS

The next meeting of the Board of Directors is scheduled for Friday, October 27, 2006, at 9 a.m.

ADJOURNMENT

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

- Offers a wide range of technical and informational services
- Clients include public and private sector
- Purpose:
  - Provide products and services to help make informed decisions
  - Generate revenue to support the Regional Information System
### Revenues and Expenses (FY 2006)

<table>
<thead>
<tr>
<th></th>
<th>Committed Revenue</th>
<th>Projected Expenses</th>
<th>Percent Difference</th>
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<tbody>
<tr>
<td>Projects</td>
<td>$612,900</td>
<td>$497,100</td>
<td>23%</td>
</tr>
<tr>
<td>Non-Project</td>
<td>--</td>
<td>$73,500</td>
<td>--</td>
</tr>
<tr>
<td>(management,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>marketing, etc.)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Total</td>
<td>$612,900</td>
<td>$570,600</td>
<td>7%</td>
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</tbody>
</table>

### Retained Earnings

- As of 7/1/2005 $246,000
- FY 2006 RIS M&E Fee $42,300
- Total (Year-end) $288,300
Summary of Services (FY 2006)

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>No. of Projects</th>
<th>Committed Revenue</th>
</tr>
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<tbody>
<tr>
<td>Transportation Modeling</td>
<td>125</td>
<td>$238,700</td>
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<td>Strategic Plans</td>
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<td>$169,500</td>
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<td>Custom Maps/GIS</td>
<td>27</td>
<td>$90,000</td>
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<tr>
<td>Surveys</td>
<td>4</td>
<td>$82,700</td>
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<tr>
<td>Demographic/Economic Analysis</td>
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<td>$32,000</td>
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<tr>
<td>All Projects</td>
<td>174</td>
<td>$612,900</td>
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</table>

Transportation Studies

- Evaluate the impact of development on the transportation system
Custom Maps and GIS Analysis

Otay Mesa Community Planning Area
Proposed Transit and Activity Centers

Demographic & Economic Analysis

Comprehensive Annual Financial Report
Schedule 19
City of Santee
Demographic and Economic Statistics
2000 - 2005

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
<th>Pop. of S.D. County Population</th>
<th>Pop. Change from Previous Year</th>
<th>Median Age</th>
<th>Avg. Household Size</th>
<th>Personal Income ($M)</th>
<th>Per Capita Personal Income ($K)</th>
<th>Unemployment Rate</th>
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</thead>
<tbody>
<tr>
<td>2000</td>
<td>52,976</td>
<td>2%</td>
<td>1.1%</td>
<td>34.0</td>
<td>2.81</td>
<td>$1,974</td>
<td>$33,300</td>
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<tr>
<td>2001</td>
<td>53,315</td>
<td>2%</td>
<td>1.1%</td>
<td>35.2</td>
<td>2.65</td>
<td>$1,930</td>
<td>$35,600</td>
<td>3.2%</td>
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<tr>
<td>2002</td>
<td>53,655</td>
<td>2%</td>
<td>0.2%</td>
<td>35.6</td>
<td>2.84</td>
<td>$2,098</td>
<td>$36,000</td>
<td>3.9%</td>
</tr>
<tr>
<td>2003</td>
<td>53,760</td>
<td>2%</td>
<td>0.2%</td>
<td>36.0</td>
<td>2.88</td>
<td>$2,181</td>
<td>$40,000</td>
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<td>2004</td>
<td>54,084</td>
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<td>0.6%</td>
<td>36.1</td>
<td>2.85</td>
<td>$2,293</td>
<td>$42,400</td>
<td>3.6%</td>
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<tr>
<td>2005</td>
<td>54,476</td>
<td>2%</td>
<td>0.7%</td>
<td>36.7</td>
<td>2.87</td>
<td>$2,321</td>
<td>$44,600</td>
<td>3.3%</td>
</tr>
</tbody>
</table>
Survey Design and Analysis

• Measure City’s performance in meeting residents’ needs
• Assess opinions about services
  – Public safety and emergency preparedness
  – Parks and recreation facilities / programs
  – Housing, development, and redevelopment

Land Use Analysis

Cardiff Business District Parking Study
Efficiency = Cost Savings and Good Customer Service

- Integrated staff resources
- Expedited administrative processes
- New tools to monitor projects and overall status of the Service Bureau

Service Bureau Identity
Marketing

Service Bureau

The Service Bureau is your resource for data, technical capabilities, and services. We offer a wide range of technical services to government agencies and agencies businesses on a fee-for-service basis. These services include Geographic Information System (GIS) mapping, demographics, statistical modeling, and economic analysis.

Our services include:
- Advanced statistical modeling and analysis
- Crime analysis
- Survey design and analysis
- Financial analysis and report writing
- Business intelligence
- Economic and demographic analysis
- Strategic planning and project management
- Community and business development
- Economic development

The Service Bureau team is dedicated to providing high-quality services to our clients. We are committed to delivering reliable and accurate information that helps our clients make informed decisions.

For more information, contact Karen Langhero at karen.langhero@sandag.org.
FY 2007…

- Off to a good start financially
- Activities:
  - Develop and implement marketing plan
  - Explore innovative business opportunities
  - Build partnerships

SANDAG Service Bureau
Annual Report
FY 2006
### Watched bills that passed through Legislative Session

<table>
<thead>
<tr>
<th>Bill Number (Author)</th>
<th>Subject</th>
<th>Bill Title</th>
<th>Page in Report</th>
<th>Status Since Agenda Item</th>
</tr>
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<tbody>
<tr>
<td>SB 1282 (Ducheny)</td>
<td>SANDAG sponsored bill</td>
<td>Transportation federal funding: border infrastructure program</td>
<td>10</td>
<td>To Governor</td>
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<tr>
<td>SB 1296 (Kehoe)</td>
<td>SANDAG sponsored bill</td>
<td>San Diego Consolidated Transportation Agency: Governance</td>
<td>10</td>
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<tr>
<td>SB 1210 (Torlakson)</td>
<td>Eminent Domain</td>
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<td>11</td>
<td>To Governor</td>
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<tr>
<td>AB 2778 (Lieber)</td>
<td>Energy</td>
<td>Electricity: self-generation incentive program</td>
<td>11</td>
<td>To Governor</td>
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<tr>
<td>SB 1 (Murray)</td>
<td>Energy</td>
<td>California solar initiative</td>
<td>12</td>
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<tr>
<td>AB 2158 (Evans)</td>
<td>Housing</td>
<td>Regional housing needs</td>
<td>12</td>
<td>To Governor</td>
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<tr>
<td>AB 2572 (Emmerson)</td>
<td>Housing</td>
<td>Housing Element: colleges</td>
<td>12</td>
<td>To Governor</td>
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<td>AB 2634 (Lieber)</td>
<td>Housing</td>
<td>Housing Element</td>
<td>13</td>
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<tr>
<td>SB 463 (Ducheny)</td>
<td>Public Private Partnerships</td>
<td>Toll Roads: State highway route 125</td>
<td>15</td>
<td>To Governor</td>
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<tr>
<td>AB 1848 (Bermudez)</td>
<td>Public Safety Interoperability and Communications</td>
<td>Homeland Security: interoperable public safety communications network</td>
<td>15</td>
<td>To Governor</td>
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<td>AB 2041 (Nava)</td>
<td>Public Safety Interoperability and Communications</td>
<td>Public Safety Communications</td>
<td>15</td>
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<td>AB 2116 (Cohn)</td>
<td>Public Safety Interoperability and Communications</td>
<td>Emergency services: disaster assistance: equipment</td>
<td>16</td>
<td>To Governor</td>
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<td>SB 1451 (Kehoe)</td>
<td>Public Safety Interoperability and Communications</td>
<td>Emergency preparedness, planning, and information</td>
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<td>To Governor</td>
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<tr>
<td>AB 713</td>
<td>Transit Specific Issues</td>
<td>Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century</td>
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<td>AB 2630 (Benoit)</td>
<td>Transit and Rail Specific Issues</td>
<td>Grade separation project funding</td>
<td>18</td>
<td>To Governor</td>
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<td>AB 2538 (Wolk)</td>
<td>Transportation Funding</td>
<td>Transportation Funds: Planning and Programming Regional Agencies</td>
<td>19</td>
<td>To Governor</td>
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<tr>
<td>Bill Number (Author)</td>
<td>Subject</td>
<td>Bill Title</td>
<td>Page in Report</td>
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<tr>
<td>SB1587 (Lowenthal)</td>
<td>Transportation Planning</td>
<td>Transportation</td>
<td>21</td>
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<tr>
<td>AB 372 (Nation)</td>
<td>Transportation Project Delivery</td>
<td>Public contracts: transit design-build contracts</td>
<td>22</td>
<td>To Governor</td>
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<tr>
<td>AB 1699 (Frommer)</td>
<td>Transportation Project Delivery</td>
<td>Commuter and intercity passenger trains: push-lull operation: study</td>
<td>22</td>
<td>To Governor</td>
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<tr>
<td>AB 1020 (Hancock)</td>
<td>Other Issues</td>
<td>Transportation planning: improved travel models</td>
<td>24</td>
<td>To Governor</td>
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<tr>
<td>AB 2987 (Nunez)</td>
<td>Other Issues</td>
<td>Cable and Video Service</td>
<td>24</td>
<td>To Governor</td>
</tr>
</tbody>
</table>

**Watched bills that did not pass through Legislative Session**

<table>
<thead>
<tr>
<th>Bill Number (Author)</th>
<th>Subject</th>
<th>Bill Title</th>
<th>Page in Report</th>
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<tr>
<td>SB 1539 (Kehoe)</td>
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<td>San Diego Association of Governments Energy Working Group</td>
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<tr>
<td>AB 2307 (Mullin)</td>
<td>Housing</td>
<td>State Mandates: Housing Element</td>
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<td>AB 3042 (Evans)</td>
<td>Housing</td>
<td>Regional Housing</td>
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<tr>
<td>SB 1800 (Ducheny)</td>
<td>Housing</td>
<td>General Plans: Housing</td>
<td>12</td>
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<td>AB 3047 (Canciamilla)</td>
<td>Public Private Partnerships</td>
<td>Toll Road Agreements</td>
<td>14</td>
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<tr>
<td>SB 1754 (Lowenthal)</td>
<td>Smart Growth</td>
<td>Housing and infrastructure zones</td>
<td>17</td>
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<tr>
<td>AB 1157 (Frommer)</td>
<td>Transit and Rail Specific Issues</td>
<td>Rail Safety and Traffic Mitigation Bond Act of 2006</td>
<td>18</td>
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<tr>
<td>SCR 123 (Florez)</td>
<td>Transit and Rail Specific Issues</td>
<td>Joint Legislative Committee on High Speed Trains</td>
<td>18</td>
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<tr>
<td>AB 2442 (Klehs)</td>
<td>Transportation Funding</td>
<td>Personal taxes: sales gas tax exemption: gasoline</td>
<td>19</td>
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<tr>
<td>ACA 36 (Nation)</td>
<td>Transportation Funding</td>
<td>Transportation: motor vehicle fuel taxes</td>
<td>20</td>
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<td>AB 1694 (Aanestad)</td>
<td>Transportation Funding</td>
<td>Transportation: federal funds: allocation to counties</td>
<td>20</td>
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<td>SB 1611 (Simitian)</td>
<td>Transportation Funding</td>
<td>Congestion management fees</td>
<td>21</td>
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<td>SB 371 (Torlakson)</td>
<td>Transportation Project Delivery</td>
<td>Public contracts: design-build contracting: transportation entities</td>
<td>23</td>
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<td>SB 1161 (Alarcon)</td>
<td>Transportation Project Delivery</td>
<td>State highways: design-sequencing contracts</td>
<td>23</td>
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<tr>
<td>SB 1812 (Runner)</td>
<td>Transportation Project Delivery</td>
<td>Department of Transportation: surface transportation project delivery pilot program</td>
<td>23</td>
</tr>
</tbody>
</table>
San Diego International Airport Master Plan DEIR

September 8, 2006

Airport Master Plan

• Proposed Lindbergh Field improvements independent of Airport Relocation effort

• Proposed improvements include:
  – Ten new jet gates
  – New 2,000 – 4,000 space parking structure
EIR Analysis

• EIR Conclusions:
  – Same air passenger volumes with or without Master Plan improvements
  – Impacts projected to 2015
  – Few impacts to regional transportation system
  – Few mitigation measures included

• SANDAG Staff Concerns:
  – Traffic impacts are understated
  – Transit improvements to mitigate impacts and increase mode share
  – Airport Authority should make off-site access improvements

Recommendation

• Submit comment letter to Airport Authority requesting:
  – Revise traffic analysis to assess impacts vs existing conditions
  – Establish a transit mode share goal to maximize mobility & provide travel choices
  – Identify transportation mitigation measures & implement incrementally with Master Plan improvements
  – Commitment to fund a fair share of improvements

• Continue to work with Airport Authority staff to resolve issues