



# 2007 ANNUAL RETREAT

January 31, February 1 and 2  
La Casa del Zorro  
Borrego Springs, California  
(760) 767-5323

## AGENDA

### Wednesday, January 31

4 – 5:30 p.m. Hotel check-in

4:30 – 5:30 p.m. **BASICS FOR NEW BOARD AND ALTERNATE MEMBERS** ..... Pages 5-19  
*(Kiva Room)*

#### **A**

- What does SANDAG do and why?
- What are your roles and responsibilities as a SANDAG Director, Board Alternate, or Advisory member?
- How do you get the most out of the agency for your jurisdiction and the region?
- What is this retreat all about; what are the topics; and how do you get the most out of the retreat?

6 – 7 p.m. **DINNER**  
*(De Anza Room)*

7 p.m. **RETREAT ORIENTATION & REGIONAL COMPREHENSIVE PLAN (RCP) OVERVIEW** .....Pages 20-21  
*(De Anza Room)*

#### **B**

- Participants will review the retreat agenda.
- What is the RCP and how does it fit into the retreat?

### Thursday, February 1

8:30 – 9 a.m. **BUFFET BREAKFAST**  
*(De Anza Room)*

9 – 9:45 a.m. **RETREAT PARTICIPANT INTRODUCTIONS**  
*(De Anza Room)*

**Thursday, February 1 - continued**

9:45 – 10:30 a.m. **WHAT ARE THE REGION'S INFRASTRUCTURE PRIORITIES?** ..... Pages 22-25

**C**

*(De Anza Room)*

- What are our most pressing regional infrastructure needs?
- What are the most important local infrastructure needs that we need to consider?
- What role should SANDAG play in addressing these needs?
- Can we do more to manage demand for regional infrastructure?

10:30 – 11:45 a.m. **SURVEY SAYS: KEEP OUR WATER CLEAN; IMPROVE OUR ROADS** ..... Pages 26-28

**D**

*(De Anza Room)*

- What transportation and non-transportation infrastructure needs do San Diego region residents deem most critical?
- What is the level of support for various types of funding mechanisms that could be pursued to pay for infrastructure?

Noon – 1:30 p.m. **LUNCH** ..... Page 29

**E**

*(Rose Garden)*

**CALIFORNIA ENERGY POLICY: REGIONAL SOLUTIONS FOR STATEWIDE SUSTAINABILITY**

Ms. Jackalyne Pfannenstiel, Chair, California Energy Commission

1:45 – 2 p.m. **PUBLIC COMMENTS/COMMUNICATIONS**  
*(De Anza Room)*

2 – 4 p.m. **FILLING REGIONAL INFRASTRUCTURE GAPS: PUBLIC POLICY OPTIONS** ..... Pages 30-37

**F**

*(De Anza Room)*

- Which funding sources for transportation hold the greatest promise for the region?
- How should SANDAG approach regional funding sources for habitat conservation, stormwater management, and beach sand replenishment?
- Are there ways for SANDAG to approach the funding of transportation and non-transportation needs in an integrated manner, similar to the approach used in the TransNet Environmental Mitigation Program?

**Thursday, February 1 - continued**

4 – 5 p.m.           **DO WE HAVE THE ENERGY?** ..... Pages 38-40  
(*De Anza Room*)

**G**

- Which energy topics discussed in this report are most important to our region?
- How can the SANDAG Regional Energy Planning Program help member agencies address their energy needs and environmental goals and policies?
- What if jurisdictions are mandated to put energy elements in general plans?

7 p.m.               **DINNER**  
(*De Anza Room*)

**TEAM-BUILDING:  
HOW DO OFFICIALS JUGGLE ALL THEIR PRIORITIES?**

**Friday, February 2**

8 – 8:30 a.m.       **BUFFET BREAKFAST**  
(*De Anza Room*)

8:30 – 10:30 a.m.   **A LOOK AT THE LEGISLATIVE YEAR AHEAD:  
HON. CHRISTINE KEHOE & HON. GEORGE PLESCIA** .....Pages 41-42  
(*De Anza Room*)

**H**

- What should SANDAG do to get its “fair share” of the statewide infrastructure bond measures?
- What should be the role of SANDAG in airport-related land use and transportation planning?
- What are other key legislative priorities for the region and the state this session?

10:45 – 11:15 a.m.   **SANDAG EVALUATION AND PRIORITIES** .....Pages 43-44  
(*De Anza Room*)

**I**

- What are the Overall Work Program emphasis areas?
- Do we have the agency’s priorities right?
- How should we dedicate our efforts across these priorities in FY 2008?
- Are there other goals that should be considered?

**Friday, February 2 - continued**

11:15 – 11:45 a.m.    **PUBLIC COMMENTS/COMMUNICATIONS**  
*(De Anza Room)*

11:45 – 12:30 p.m.    **LUNCH AND CHECK-OUT**  
*(Rose Garden)*

SANDAG Communications Director – **Garry Bonelli** – will serve as our retreat facilitator.

## **BASICS FOR NEW BOARD AND ALTERNATE MEMBERS**

- What does SANDAG do and why?
  - What is SANDAG?
  - Who are the Board of Directors, Alternates, and Advisory Members?
  - How is the voting accomplished?
  - How do the five Policy Advisory Committees work?
  - What are our milestones in regional decision-making?
  - What are our major mandates and designations?
  - How does SANDAG use its flexibility and latitude?
  - What are our limitations?
- What are your roles and responsibilities as a SANDAG Director, Board Alternate, or Advisory member?
- How do you get the most out of the agency for your jurisdiction and the region?
- What is this retreat all about; what are the topics; and how do you get the most out of the retreat?



JURISDICTION	VOTE	TALLY	WEIGHT
Carlsbad	Y	1	3
Chula Vista	N		
Coronado	N		
County of S.D.	N		
Del Mar	N		
El Cajon	N		
Encinitas	N		
Escondido	N		
Imperial Beach	N		
La Mesa	N		
Lemon Grove	Y	1	1
National City	N		
Oceanside	N		
Poway	N		
San Diego A	N		
San Diego B	N		
San Marcos	N		
Santee	N		
Solana Beach	N		
Vista	N		
<b>Total</b>		<b>2</b>	<b>4</b>
		<b>(10%)</b>	<b>(4%)</b>

**FAILED**

**Agenda Item #6**

*Pending Cable and Video Service Legislation: Assembly Bill 2987*

**Action: DIRECTION TO STAFF**

Please Note: In January 2007, the County of San Diego will have two Supervisors on the SANDAG Board of Directors – splitting their 16 weighted votes in half.

*Board of Directors Meeting, June 23, 2006*

**Y** Yes    **N** No    **A** Abstain    NP – Not Present



JURISDICTION	VOTE	TALLY	WEIGHT
Carlsbad	Y	1	3
Chula Vista	Y	1	7
Coronado	Y	1	1
County of S.D.	Y	1	16
Del Mar	Y	1	1
El Cajon	Y	1	3
Encinitas	Y	1	2
Escondido	Y	1	5
Imperial Beach	Y	1	1
La Mesa	Y	1	2
Lemon Grove	Y	1	1
National City	Y	1	2
Oceanside	Y	1	6
Poway	Y	1	2
San Diego A	Y	1	20
San Diego B	Y		20
San Marcos	Y	1	2
Santee	Y	1	2
Solana Beach	Y	1	1
Vista	Y	1	3
<b>Total</b>		<b>19</b>	<b>100</b>
		<b>(100%)</b>	<b>(100%)</b>

**PASSED**

**Agenda Item #6**

*Pending Cable and Video Service Legislation: Assembly Bill 2987*

**Action: APPROVE**

Please Note: In January 2007, the County of San Diego will have two Supervisors on the SANDAG Board of Directors – splitting their 16 weighted votes in half.

*Board of Directors Meeting, June 23, 2006*

**Y** Yes   **N** No   **A** Abstain   NP – Not Present



## WHAT IS SANDAG?

The 18 cities and county government are SANDAG, the San Diego Association of Governments. This public agency serves as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers and builds public transportation, and provides information on a broad range of topics pertinent to the region's quality of life.

On January 1, 2003, a new state law (SB 1703) consolidated all of the roles and responsibilities of SANDAG with many of the transit functions of the Metropolitan Transit Development Board (now Metropolitan Transit System) and the North San Diego County Transit Development Board (now North County Transit District). The consolidation allowed SANDAG to assume transit planning, funding allocation, project development, and construction in the San Diego region in addition to its ongoing transportation responsibilities and other regional roles.

SANDAG is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments (with two representatives each from the City of San Diego and the County of San Diego). Voting is based on membership and the population of each jurisdiction, providing for a more accountable and equitable representation of the region's residents. Supplementing these voting members are advisory representatives from Imperial County,

Caltrans, Metropolitan Transit System, North County Transit District, the U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, the Southern California Tribal Chairman's Association, and Mexico. The Board of Directors is assisted by a professional staff including planners, engineers, and research specialists.

SANDAG's highest priorities during 2007 are implementing Early Action highway and transit projects using *TransNet* sales tax dollars; updating the Regional Transportation Plan; launching the 511 program; finalizing the Smart Growth Concept Map as part of the Regional Comprehensive Plan; expanding the Vanpool program; implementing the Automated Regional Justice Information System (ARJIS) Enterprise System; and expanding the SANDAG Service Bureau.

SANDAG Board and Policy Committee meetings provide the public forums and decision points for significant regional issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety. SANDAG Directors establish policies, adopt plans, allocate transportation funds, and develop programs for regional issues. Citizens as well as representatives from community, civic, environmental, education, business, other special interest groups, and other agencies are involved in the planning and approval process by



participating in committees as well as by attending workshops and public hearings.

For more information about SANDAG policies and bylaws please visit our Web site at [www.sandag.org/legal](http://www.sandag.org/legal).

During the past year, SANDAG made new strides in the areas of energy, regional planning, traffic management, criminal justice research, and public safety collaboration, while continuing to provide regional leadership in the areas of transportation, housing, open space, and growth management. These interdependent and interrelated responsibilities permit a more streamlined, comprehensive, and coordinated approach without the need to create costly new government.

Each year, SANDAG adopts an overall work program and budget with federal, state and local funds to support the Agency's regional responsibilities. The fiscal year 2007 Overall Work Program budget, covering the period July 1, 2006 through June 30, 2007, totals \$492 million, and includes major items such as building highway and transit projects using *TransNet* sales tax dollars.

In 2004, the Automated Regional Justice Information System (ARJIS) merged with SANDAG. The SANDAG Public Safety Committee oversees the functions of ARJIS and SANDAG's Criminal Justice Research Division.

In addition, SANDAG has established a new Service Bureau that consolidates the services and expertise formerly offered through the Local Technical Assistance program (for SANDAG member agencies), SourcePoint (for non-member agencies and the public), and the Assistance to Transit Operators and Planning (ATOP) under one umbrella. Services include compiling and analyzing demographic and economic information, custom mapping, transportation modeling and analysis projects, and survey design and analysis.

# BOARD OF DIRECTORS



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

**CHAIR**

Hon. Mary Teresa Sessom

**FIRST VICE CHAIR**

Hon. Lori Holt Pfeiler

**SECOND VICE CHAIR**

Hon. Jerome Stocks

**EXECUTIVE DIRECTOR**

Gary L. Gallegos

**CITY OF CARLSBAD**

Hon. Matt Hall, Councilmember  
(A) Hon. Bud Lewis, Mayor  
(A) Hon. Ann Kulchin, Mayor Pro Tem

**CITY OF CHULA VISTA**

Hon. Cheryl Cox, Mayor  
(A) Hon. Jerry Rindone, Deputy Mayor  
(A) Hon. John McCann, Councilmember

**CITY OF CORONADO**

Hon. Phil Monroe, Councilmember  
(A) Hon. Carrie Downey, Mayor Pro Tem  
(A) Hon. Al Ovrom, Councilmember

**CITY OF DEL MAR**

Hon. Crystal Crawford, Councilmember  
(A) Hon. David Druker, Deputy Mayor  
(A) Hon. Henry Abarbanel, Councilmember

**CITY OF EL CAJON**

Hon. Mark Lewis, Mayor  
(A) Hon. Jillian Hanson-Cox, Councilmember

**CITY OF ENCINITAS**

Hon. Jerome Stocks, Deputy Mayor  
(A) Hon. Teresa Barth, Councilmember

**CITY OF ESCONDIDO**

Hon. Lori Holt Pfeiler, Mayor  
(A) Hon. Ed Gallo, Councilmember  
(A) Hon. Sam Abed, Councilmember

**CITY OF IMPERIAL BEACH**

Hon. Jim Janney, Mayor  
(A) Hon. Patricia McCoy, Councilmember  
(A) Hon. Mayda Winter, Mayor Pro Tem

**CITY OF LA MESA**

Hon. Art Madrid, Mayor  
(A) Hon. David Allan, Councilmember  
(A) Hon. Mark Arapostathis, Councilmember

**CITY OF LEMON GROVE**

Hon. Mary Teresa Sessom, Mayor  
(A) Hon. Jerry Jones, Councilmember  
(A) Hon. Jerry Selby, Councilmember

**CITY OF NATIONAL CITY**

Hon. Ron Morrison, Mayor  
(A) Hon. Frank Parra, Councilmember  
(A) Hon. Louie Natividad, Councilmember

**CITY OF OCEANSIDE**

Hon. Jim Wood, Mayor  
(A) Hon. Jerry Kern, Councilmember  
(A) Hon. Jack Feller, Councilmember

**CITY OF POWAY**

Hon. Mickey Cafagna, Mayor  
(A) Hon. Robert Emery, Councilmember  
(A) Hon. Don Higginson, Councilmember

**CITY OF SAN DIEGO**

Hon. Jerry Sanders, Mayor  
Hon. Toni Atkins, Councilmember  
(A) Hon. Jim Madaffer, Councilmember  
(A) Hon. Scott Peters, Council President

**CITY OF SAN MARCOS**

Hon. Jim Desmond, Mayor  
(A) Hon. Hal Martin, Vice Mayor

**CITY OF SANTEE**

Hon. Jack Dale, Councilmember  
(A) Hon. Hal Ryan, Councilmember  
(A) Hon. Randy Voepel, Mayor

**CITY OF SOLANA BEACH**

Hon. Lesa Heebner, Mayor  
(A) Hon. Dave Roberts, Councilmember  
(A) Hon. Mike Nichols, Councilmember

**CITY OF VISTA**

Hon. Judy Ritter, Mayor Pro Tem  
(A) Hon. Bob Campbell, Councilmember  
(A) Hon. Steve Gronke, Councilmember

**COUNTY OF SAN DIEGO**

Hon. Ron Roberts, Chairman  
Hon. Bill Horn, Supervisor  
(A) Hon. Greg Cox, Vice Chairman  
(A) Hon. Dianne Jacob, Chair Pro Tem

**IMPERIAL COUNTY**

(Advisory Member)  
Hon. Victor Carrillo, Chairman  
(A) Hon. David Ouzan, Councilmember

**CALIFORNIA DEPARTMENT OF TRANSPORTATION**

(Advisory Member)  
Will Kempton, Director  
(A) Pedro Orso-Delgado, District 11 Director

**METROPOLITAN TRANSIT SYSTEM**

(Advisory Member)  
Harry Mathis, Chairman  
(A) Hon. Jerry Rindone, Vice Chairman  
(A) Hon. Bob Emery, Board Member

**NORTH COUNTY TRANSIT DISTRICT**

(Advisory Member)  
Hon. Ed Gallo, Chairman  
(A) Hon. Jerome Stocks, Planning Committee Chair  
(A) Hon. David Druker, Monitoring Committee Chair

**U.S. DEPARTMENT OF DEFENSE**

(Advisory Member)  
CAPT Michael Giorgione, USN, CEC  
Commanding Officer, Southwest Division  
Naval Facilities Engineering Command  
(A) CAPT Steve Wirsching, USN, CEC  
Executive Officer, Southwest Division  
Naval Facilities Engineering Command

**SAN DIEGO UNIFIED PORT DISTRICT**

(Advisory Member)  
Sylvia Rios, Chair  
(A) Michael Bixler, Commissioner

**SAN DIEGO COUNTY WATER AUTHORITY**

(Advisory Member)  
Marilyn Dailey, Commissioner  
(A) Mark Muir, Commissioner  
(A) Gary Croucher, Commissioner

**SOUTHERN CALIFORNIA TRIBAL  
CHAIRMEN'S ASSOCIATION**

(Advisory Member)  
Robert Smith, Chair

**MEXICO**

(Advisory Member)  
Hon. Luis Cabrera C.  
Consulate General of Mexico

As of January 19, 2007



## Executive Team



**Executive Director**  
Gary Gallegos  
(619) 699-1990  
gga@sandag.org



**Chief Deputy  
Executive Director**  
Diane Eidam  
(619) 699-1920  
dei@sandag.org

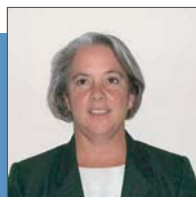


**General Counsel**  
Julie Wiley  
(619) 699-6966  
jwi@sandag.org



**Director of  
Administration**  
Leslie Campbell  
(619) 699-1999  
lca@sandag.org

**Director of Finance**  
Renee Wasmund  
(619) 699-1940  
rwa@sandag.org



**Communications  
Director**  
Garry Bonelli  
(619) 699-1960  
gbo@sandag.org

**Chief Economist**  
Marney Cox  
(619) 699-1930  
mco@sandag.org



**Acting Director of  
Technical Services**  
Karen Lamphere  
(619) 699-6955  
kla@sandag.org

**Director of Land  
Use and  
Transportation**  
Bob Leiter  
(619) 699-6980  
ble@sandag.org



**Director of  
Governmental  
Relations**  
Ellen Roundtree  
(619) 699-6960  
ero@sandag.org

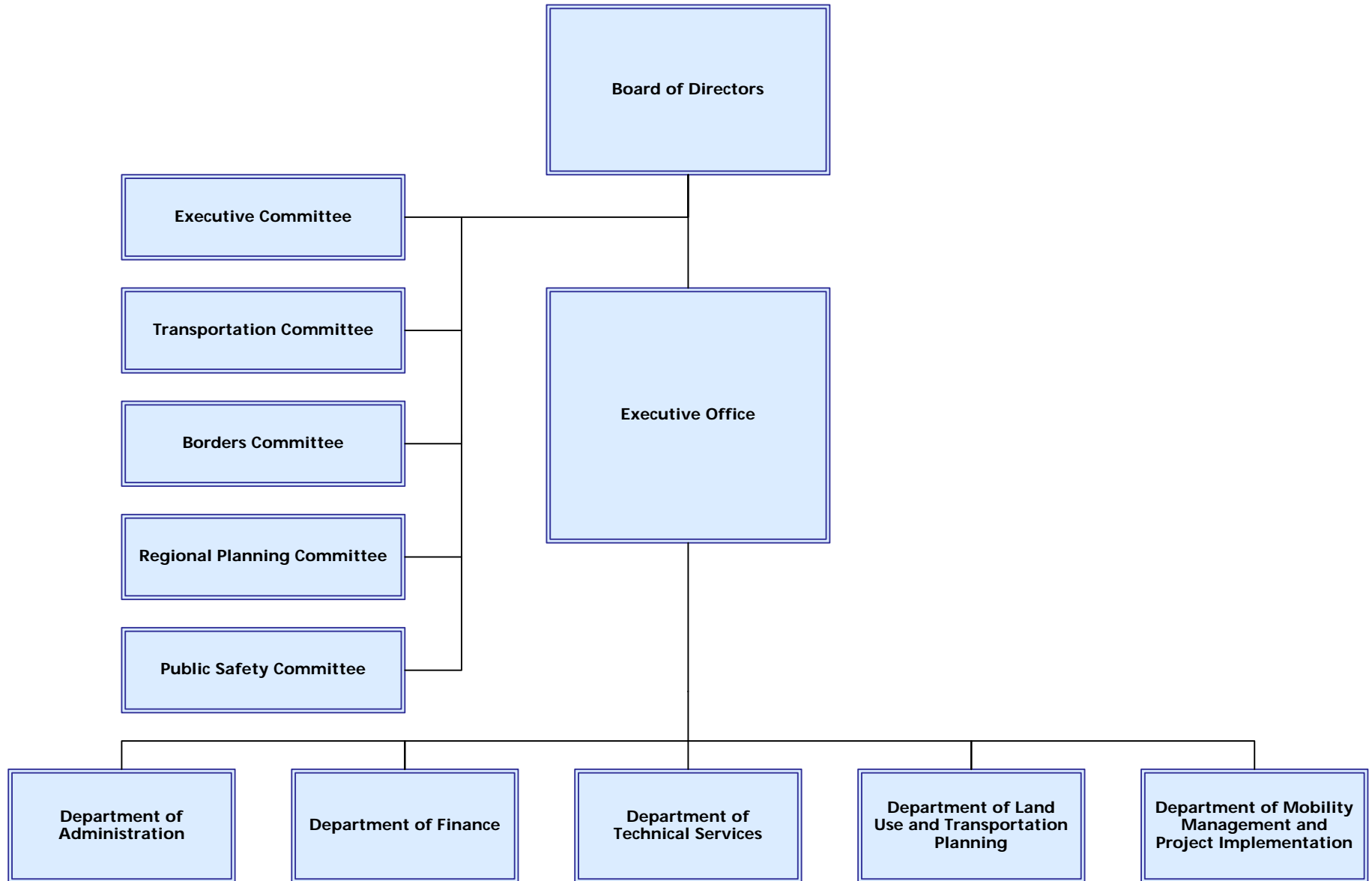


**Director of Mobility  
Management and  
Project  
Implementation**  
Jack Boda  
(619) 699-6930  
jbo@sandag.org

# SANDAG

## Agency Structure

---



## 2007 CALENDAR OF MEETINGS OF THE SANDAG BOARD OF DIRECTORS AND POLICY ADVISORY COMMITTEES

Board of Directors – Policy or Business	Board of Directors – Business	Transportation Committee (Normally first and third Fridays, 9 a.m. to 12 noon)	Regional Planning Committee (Normally first Friday, 12 noon to 2 p.m.)	Executive Committee (Normally second Friday, 9 to 10 a.m.)	Public Safety Committee (Normally third Friday, 1 to 3 p.m.)	Borders Committee (Normally fourth Friday, 12:30 to 2:30 p.m.)
(Normally second Friday, 10 a.m. to 12 noon)	(Normally fourth Friday, 9 a.m. to 12 noon)					
January 12, 2007	January 26, 2007	January 5, 2007 January 19, 2007	January 5, 2007	January 12, 2007	January 19, 2007	January 26, 2007
February 9, 2007	February 23, 2007	February 16, 2007 <b>(Third Friday, Committee only meets once due to SANDAG Retreat)</b>	<b>*February 9, 2007 (Second Friday, meeting moved due to SANDAG Retreat)</b>	February 9, 2007	February 16, 2007	February 23, 2007
March 9, 2007	March 23, 2007	March 2, 2007 March 16, 2007	March 2, 2007	March 9, 2007	March 16, 2007	March 23, 2007
April 13, 2007	April 27, 2007	April 6, 2007 April 20, 2007	April 6, 2007	April 13, 2007	April 20, 2007	April 27, 2007
May 11, 2007	May 25, 2007	May 4, 2007 May 18, 2007	May 4, 2007	May 11, 2007	May 18, 2007	May 25, 2007
June 8, 2007	June 22, 2007	June 1, 2007 June 15, 2007	June 1, 2007	June 8, 2007	June 15, 2007	June 22, 2007
July 13, 2007	July 27, 2007	July 6, 2007 July 20, 2007	July 6, 2007	July 13, 2007	July 20, 2007	July 27, 2007
August 10, 2007	August 24, 2007	August 3, 2007 August 17, 2007	August 3, 2007	August 10, 2007	August 17, 2007	August 24, 2007
September 14, 2007	September 28, 2007	September 7, 2007 September 21, 2007	September 7, 2007	September 14, 2007	September 21, 2007	September 28, 2007
October 12, 2007	October 26, 2007	October 5, 2007 October 19, 2007	October 5, 2007	October 12, 2007	October 19, 2007	October 26, 2007
<b>*November 2007 (To be scheduled only if needed)</b>	<b>*November 30, 2007 (Fifth Friday, meeting moved due to Thanksgiving holiday)</b>	November 2, 2007 November 16, 2007	November 2, 2007	November 9, 2007	November 16, 2007	<b>*November 30, 2007 (Fifth Friday, meeting moved due to Thanksgiving holiday)</b>
<b>*December 7, 2007 (First Friday)</b>	<b>*December 21, 2007 (Third Friday, meeting moved due to Christmas)</b>	<b>*December 14, 2007 (Second Friday, Committee only meets once due to Christmas)</b>	December 7, 2007	<b>*December 7, 2007 (First Friday)</b>	<b>*December 14, 2007 (Second Friday, meeting moved due to Christmas)</b>	<b>*December 2007 (To be scheduled only if needed)</b>

\* Changes to normal meeting schedule shown in **bold**.  
- August meetings will be held if needed.

## **FRIDAYS AT SANDAG CALENDAR**

---

### **FIRST FRIDAY**

---

9 a.m. – 12 p.m.  
Transportation Committee

12 p.m. – 2 p.m.  
Regional Planning Committee

---

### **SECOND FRIDAY**

---

9 – 10 a.m.  
Executive Committee

10 a.m. – 12 p.m.  
Board of Directors - Policy

---

### **THIRD FRIDAY**

---

9 a.m. – 12 p.m.  
Transportation Committee

1 – 3 p.m.  
Public Safety Committee

---

### **FOURTH FRIDAY**

---

9 a.m. – 12 p.m.  
Board of Directors – Business

12:30 – 2:30 p.m.  
Borders Committee

---

# Milestones in SANDAG Regional Decision-Making

- 1966**
- Local governments create the Comprehensive Planning Organization (CPO) as a long-range planning department within the San Diego County government under a state authorized joint powers agreement.

**1970 - 1979**


- Governor designates CPO as the Metropolitan Planning Organization (MPO) to assure areawide coordination and to serve as the technical and informational resource for local governments.
- State further designates CPO as the Regional Transportation Planning Agency; Airport Land Use Commission; and Areawide Clearinghouse for federal/state grant reviews.
- Local governments establish CPO as an independent Joint Powers Agency.
- CPO develops & adopts the first ever Regional Transportation Plan.
- Lemon Grove becomes a city and joins CPO.
- CPO establishes the Criminal Justice Research Division.
- CPO helps establish the Automated Regional Justice Information System (ARJIS).
- CPO is jointly designated with the county government to implement federal & state Clean Air Acts.
- State designates CPO to prepare the Regional Housing Needs Assessment.

**1980 - 1989**

- CPO renames itself as the San Diego Association of Governments (SANDAG).
- Poway and Santee become cities and join SANDAG.
- SANDAG creates SourcePoint as a nonprofit corporate subsidiary to customize and sell research products.
- Encinitas and Solana Beach become cities and join SANDAG.
- State designates SANDAG as the Regional Transportation Commission.
- Voters countywide pass Proposition A — the local half-cent transportation sales tax measure known as *TransNet*, a \$3.3 billion program for highways, transit, local roads, & bicycles.
- Voters countywide pass an advisory measure calling for creation of a Regional Planning and Growth Management Board.
- Cities/County designate SANDAG as the Regional Planning and Growth Management Review Board.

**1990 - 1999**

- State designates SANDAG as the Integrated Waste Management Task Force.
- SANDAG helps start the San Dieguito River Valley Park Joint Powers Authority.
- Member agencies designate SANDAG as the Congestion Management Agency.
- State designates SANDAG as the San Diego-Coronado Bridge Toll Authority.
- SANDAG helps form a five-county rail coalition, and purchases rail right-of-way from Santa Fe Railway for the COASTER, and the SPRINTER rail commuter services.
- TransNet* opens SR 52 East to Santee, widens SR 54 in the South Bay, opens SR 56 East in the North City area, and completes improvements to SR 78/I-15 interchange in the North County.
- The Freeway Service Patrol begins under a cooperative arrangement among SANDAG, Caltrans, and the California Highway Patrol.
- SANDAG approves the first ever Regional Economic Prosperity Strategy.
- At the request of Caltrans, SANDAG assumes the management of Commuter Computer and transforms the operation into the RideLink service.
- The San Diego County Water Authority joins SANDAG as an advisory member.
- SANDAG plays a major role in bringing together all participants in the San Diego County Investment Fund.
- SANDAG starts the I-15 FasTrak Program to improve traffic flow, and expand bus and rideshare services in the corridor.
- The National Institute of Justice lauds SANDAG for its outstanding work on Drug Use Forecasting.
- TransNet* provides more than half the funds for the Mission Valley West trolley line between Old Town San Diego and QUALCOMM Stadium.
- SANDAG Committee on Binational Regional Opportunities holds public forums on cross border planning in transportation, environment, education, water supply, and economic development.
- Halfway through the 20-year *TransNet* program, 68% of the highway projects, 55% of the transit projects, and 53% of the local street program are completed.

- 
- 2000 • MTDB and NCTD become advisory members; SANDAG joins the Joint Committee on Regional Transit.
  - 2001 • Using \$14.7 million in federal and state funds, SANDAG puts sand on badly eroded beaches.  
• Working in close cooperation with MTDB, NCTD, and Caltrans, SANDAG approves the Regional Transit Vision.
  - 2002 • SANDAG eliminates tolls from the San Diego - Coronado Bridge.  
• Directors launch effort to develop a Regional Comprehensive Plan, a long-term planning framework.
  - 2003 • With the passage of state law (SB 1703), SANDAG becomes the consolidated regional agency and is responsible for transit planning, programming, project development, and construction.  
• Imperial County joins SANDAG as an advisory member.  
• SANDAG adopts the \$42 billion, Mobility 2030 Regional Transportation Plan.
  - 2004 • ARJIS is consolidated into SANDAG. Directors create the Public Safety Policy Committee.  
• The Regional Comprehensive Plan is adopted.  
• Voters extend the *TransNet* sales tax program for 40 years to generate \$14 billion to help fund highway, transit, and local street improvements.  
• State Route 56 is completed, linking the east and west portions of the highway, and connecting Interstates 15 and 5.
  - 2005 • SANDAG jump-starts highway and transit projects using new *TransNet* dollars by launching the Early Action Program.  
• The Independent Taxpayer Oversight Committee (ITOC) is formed in accordance with the *TransNet* ordinance to monitor program operations.  
• Mission Valley East Green Line trolley from QUALCOMM Stadium under SDSU to La Mesa begins service.  
• SPRINTER commuter rail begins construction to link Oceanside, Vista, San Marcos, and Escondido.  
• Service Bureau launched to provide demographic and economic information, custom mapping, transportation modeling and analysis projects, and survey design and analysis to public and private entities.
  - 2006 • Construction on the I-15 managed lanes project continues with the middle segment nearing completion and construction underway on the northern segment.  
• Supplemental environmental work begins on the 11-mile Mid-Coast Trolley extension from Old Town north to UCSD and University Towne Centre.  
• Progress continues on implementing the Regional Comprehensive Plan. All jurisdictions identify opportunities for smart growth development in a new concept map.  
• SANDAG Public Safety Committee identifies interoperability and communications as a top priority in enhancing and protecting the region's security.  
• SANDAG launches Web site with interactive Dashboard feature to track schedule and cost information for *TransNet* projects.  
• ARJIS, in collaboration with the District Attorney's Office, launches new San Diego County Regional Crime Mapping Application for Public Safety (MAPS)
  - 2007 • SANDAG competes for state infrastructure bond dollars for transportation improvements.  
• Southern California Tribal Chairmen's Association joins SANDAG as advisory member.  
• SPRINTER rail line construction continues on track for December opening.  
• Construction continues on I-15, I-5, SR 52, and SR 125.  
• New Pomerado Bridge over I-15 opens.  
• SANDAG launches 511 - a free phone, Web, and CommunityView TV service that consolidates transportation information into a one-stop resource.





## SANDAG MAJOR MANDATES AND DESIGNATIONS

The Board of Directors carries out a variety of responsibilities which are either mandated by federal or state law or regulation, or delegated to SANDAG through local agreement. Some of the most important designations and most critical responsibilities are listed below.

### OVERALL AUTHORITY

#### **San Diego Regional Consolidated Agency (State)**

Senate Bill 1703 created a consolidated agency on January 1, 2003 to strengthen how regional public policy decisions are made. The law mandates membership in the consolidated agency from the area's 18 cities and county government. It consolidates transit planning, programming, project development, and construction into the new agency, leaving responsibilities for day-to-day operations with the existing transit operators. Assembly Bill 361 called for the preparation of a Regional Comprehensive Plan.

#### **Regional Transportation Planning and Fund Allocation Agency (State)**

Adopt Regional Transportation Plan (long-range plan) and Regional Transportation Improvement Program (five-year programming of state and federal transportation funds). Allocate Transportation Development Act (TDA) funds (¼ cent sales tax for transit support, approximately \$110 million per year).

#### **Metropolitan Planning Organization (Federal)**

Allocate federal transportation revenues and meet comprehensive planning requirements of SAFETEA-LU in order to be eligible for funds. More than \$140 million a year directly allocated by SANDAG.

#### **San Diego County Regional Transportation Commission**

(State and Voter Approval)  
Administer ½ percent sales tax, *TransNet*, (approximately \$250 million per year) for transportation purposes.

#### **Congestion Management Agency**

(State and Local)  
Adopt congestion management plan, oversee preparation of deficiency plans, and monitor local agency compliance.

#### **Co-lead Agency for Air Quality Planning**

(Federal and State)  
Carry out air quality planning mandates in cooperation with the APCD. Determine conformity of transportation projects with air quality plan.

#### **Integrated Waste Management Task Force**

(State and Local)  
Recommend actions to member agencies regarding the major elements of the state-mandated Integrated Waste Management Plan.

**Housing** (State)

Determine each jurisdiction's share of the regional housing need and establish performance criteria for self-certification of housing elements.

**Areawide Clearinghouse**

(Federal and State)

Review projects with regional impacts under California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

**Manages and Administers the North County Multiple Habitat Conservation Program** (Local)

Undertaken on behalf of North County cities.

**Other** (Local)

Regional Criminal Justice Clearinghouse, Automated Regional Justice Information System (ARJIS), Regional Census Data Center, Regional Information System development and maintenance, local planning activities pursuant to agreements with Navy, Caltrans, State Office of Planning and Research, MTS, NCTD, APCD, CWA, the Airport Authority, Cities and the County, and others; SourcePoint/Service Bureau.

**OPERATIONAL****San Diego County Regional Transportation Commission**

(State and Voter Approval)

Construct *TransNet* sales tax highway and public transit projects.

**Freeway Service Patrol Administration**

(State and Local)

Provide service for stranded motorists on various highways.

**Regional Transportation Demand Management Program Administration**

(Local)

Provide and administer regional program (RideLink) consisting of carpool, vanpool, and transit programs, Flexcar, bike locker program, and others.

**I-15 Congestion Pricing and Transit Development Program** (State)

Implement FasTrak program to allow single occupant vehicles in I-15 Express Lanes for a fee. Fees support additional bus rapid transit services in corridor

**Regional Beach Sand Replenishment Program** (Local)

Administer the regional program in coordination with federal, state, and local agencies.

**FLEXIBILITY AND LATITUDE**

1. SANDAG can be viewed as a flexible extension of local government capable of being modified to carry out any appropriate function. SANDAG can assume functions requested by its member agencies, and those established by federal and state law and regulation.
2. SANDAG is a good example of streamlined government. With one agency, it is able to respond to most federal and state mandates that apply to regions, and to most locally-generated mandates that have to be taken care of regionally.
3. Decision-making at SANDAG is by local governments acting together. Its decisions primarily affect allocation of revenues, transportation development, and wide ranging environmental issues.

4. Good regional decisions, by definition, also must be good for the region's local communities. The policy of using local elected officials to make regional decisions helps ensure that regional and local decisions are consistent and complementary.

## **LIMITATIONS**

The limitations of SANDAG's ability to carry out new or existing functions are:

1. Certain consolidated agency roles and responsibilities would require a change/modification to state law (SB 1703).
2. Any change to governing structure would require approval by the voters (AB 361).

## **RETREAT ORIENTATION AND REGIONAL COMPREHENSIVE PLAN (RCP) OVERVIEW**

- Participants will review the retreat agenda.
- What is the RCP and how does it fit into the retreat?

The Regional Comprehensive Plan (RCP) serves as the foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies for the San Diego region.

Adopted in July 2004, after a two-year development and outreach process, the RCP is the long-term planning framework for the San Diego region. It defines a vision and provides a framework to connect local and regional policy decisions that support our shared vision of the future. It balances population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. It moves us toward a more sustainable future — one with more choices and opportunities for all residents.

Today, each city and community in the region makes its own decisions regarding land use. The RCP looks at these individual decisions as a whole; assesses their collective impacts; and examines cumulative development trends well into the future. The RCP builds upon the best elements of our existing local general plans and regional

infrastructure plans and provides a blueprint for where and how we want to grow. Perhaps more importantly, the RCP identifies challenges that we face as a region and offers guidance to for making better choices, both individually and collectively, thereby providing an alternative to where we could end up if were to continue with business as usual.

Citizens, elected officials, stakeholders from throughout the region, and regional infrastructure providers worked together with SANDAG to prepare the RCP and one of its key components, the Integrated Regional Infrastructure Strategy (IRIS). The IRIS is an investment strategy that will help the region meet its collective infrastructure needs.

The RCP emphasizes the critical link between transportation and land use planning and development, and demonstrates how these connections can be strengthened. It calls for focusing transportation and other infrastructure investments in smart growth opportunity areas, introducing an incentive-based approach to achieving our urban form goals and meeting our infrastructure needs.

The RCP looks beyond our borders taking into account the planning and growth underway on local Native American land as well as in Imperial, Orange, and Riverside counties and Baja California, Mexico. It looks at the equity in our planning processes: do all communities have access to the region's resources and do all residents have an equal opportunity to participate in the process.

## **RCP MILESTONES**

### ***RCP Baseline Report for Performance Monitoring – October 2006***

The Report will be used as a mechanism to track RCP implementation and progress. The RCP Baseline Report for Performance Monitoring establishes a benchmark for future monitoring. The Baseline Report denotes the significance of each indicator and identifies targets for certain indicators. The Regional Planning Committee, the Regional Planning Technical Working Group, and the previous Regional Planning Stakeholders Working Group developed a set of 39 performance indicators to monitor the region's progress toward achieving the goals and objectives of the RCP.

### ***Smart Growth Concept Map – April 2006***

The Smart Growth Concept Map contains almost 200 existing, planned, or potential smart growth locations. Transportation and planning professionals from all jurisdictions provided recommendations for these locations. The map was circulated for review and comment at public workshops and city council presentations during April 2006, and accepted by the SANDAG Board of Directors for planning purposes for the Regional Transportation Plan (RTP) in June 2006.

### ***Pilot Smart Growth Incentive Program – September 2005***

Incorporating smart growth designs into new development is paying off for a number of cities and communities throughout the region. Since 2005, SANDAG has approved 16 local projects to receive \$22 million in funding as part of the agency's Pilot Smart Growth Incentive Program. These funding incentives are to encourage coordinated regional planning to bring transit service, housing, and employment together in smart growth

development. Beginning in 2008, a longer-term, smart growth incentive program, totaling \$280 million, will be funded through the local *TransNet* half-cent sales tax program.

### ***Regional Housing Needs Assessment – February 2005***

On February 25, 2005, SANDAG Board of Directors approved the final Regional Housing Needs Assessment (RHNA) for the 2005-2010 housing element cycle. The RHNA contains the total number of housing units (107,301) that the 18 cities and county government should plan for in their housing elements. The RHNA also allocates each jurisdiction's housing need into four income brackets: very low, low, moderate, and above moderate. State housing element law requires that each jurisdiction identify enough multifamily zoned land or take other actions to accommodate their share of lower income housing. Directors also agreed to provide certain financial incentives to jurisdictions that provide a greater share of affordable housing now and in the future.

## WHAT ARE THE REGION'S INFRASTRUCTURE PRIORITIES?

- What are our most pressing regional infrastructure needs?
- What are the most important local infrastructure needs that we need to consider?
- What role should SANDAG play in addressing these needs?
- Can we do more to manage demand for regional infrastructure?

One of the greatest challenges facing our region is to provide adequate infrastructure to meet the needs of existing residents and workers, while also meeting future needs resulting from projected growth.

The Regional Comprehensive Plan (RCP), which was adopted in 2004, provides a vision for the region to the year 2030, and lays out a policy framework to achieve that vision based on three themes:

- Improving connections between land use and transportation plans, using smart growth principles;
- Using land use and transportation plans to guide decisions regarding public facility and environmental investments; and,
- Using collaboration and incentives to achieve regional goals and objectives.

Since the adoption of the RCP, we have begun to make good progress in improving the land use / transportation planning connection, through the preparation of the Smart Growth Concept Map and integration of smart growth concepts into many local plans and policies. At the same time, the 2007 update of the Regional Transportation Plan will further address the transportation/ land use connection at a regional level.

In addition, we have begun to create a stronger connection between our “smart growth” planning and our approach to planning for infrastructure investments (recognizing that these investments include not only public works facilities but also environmental “infrastructure” such as open space acquisition and management). We also have begun to use financial incentives to reinforce our transportation and land use policies.

In this session and the following, we will talk about how we can further define our infrastructure needs and priorities, including discussion of a recent public opinion poll on this subject conducted by SANDAG.

### WHERE WE ARE

Since the days of the California Gold Rush, demand for infrastructure has been driven by population growth. During the next 25 years, the San Diego region is expected to add more than one million people, bringing the total population to over four million. To help meet this expected increase in demand for infrastructure, most of the region's infrastructure providers have a system in

place to address their needs and prioritize their expenditures.

The RCP emphasizes the importance of looking at regional infrastructure needs in an integrated manner, and looking at the relationship between our land use and transportation plans and our regional infrastructure investments (see Figure 1). The RCP includes an Integrated Regional Infrastructure Strategy (IRIS) that focuses on eight areas of regional infrastructure:

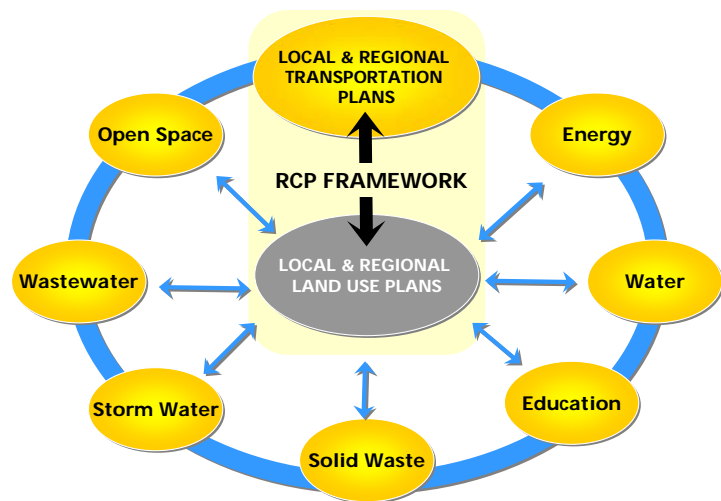
- Transportation (including transit, highways, maritime port, international land ports of entry, and regional air service);
- Parks and open space (including recreation, habitat preservation, and beach sand replenishment);
- Stormwater management;
- Education (including K-12, community colleges, and universities);
- Energy supply and delivery system;
- Water supply and delivery system;
- Wastewater (including sewage collection, treatment, and discharge system); and
- Solid waste collection, recycling, and disposal.

In the IRIS, it was reported that during fiscal year 2003 the San Diego region collectively spent \$3.4 billion on capital projects and another \$8 billion on operations and maintenance. Because most infrastructure areas have access to annual funding, similar levels of expenditures for capital and operations take place each year; in this way, these limited resources are allocated to meet the capital and operations needs based on priorities set by the various provider agencies.

### **Immediate Needs**

The IRIS, however, identified three regional infrastructure areas that are significantly under-funded: habitat preservation, beach sand replenishment, and storm water management. Generally speaking, these three infrastructure areas do not have a

**FIGURE 1—USING LAND USE AND TRANSPORTATION PLANS TO GUIDE OTHER PLANS**



complete system in place to address their funding needs and prioritize their expenditures. For this reason, the IRIS recommended that SANDAG initiate a process that develops a system to address each of these infrastructure needs, including a process to prioritize expenditures.

In addition, preliminary analysis from the Regional Transportation Plan (RTP) update shows that approximately \$40 billion in revenues will be available to fund a revenue constrained plan. In 2003, the revenue constrained plan totaled \$30 billion. Also in 2003, for the first time the SANDAG Board developed a reasonably expected scenario totaling \$42 billion, which assumed an increase in revenue from the *TransNet* extension as well as increases in state transportation funding. With the current dramatic increases in construction and right-of-way costs, an unconstrained network

could cost up to \$80 billion. SANDAG policymakers will have to decide what revenue assumptions to make to develop a new reasonably expected scenario for the 2007 RTP update.

### ***Local and regional funding and actions - more important than ever***

In the San Diego region, local and regional funding sources have been developed to fund needed improvements to our infrastructure, such as transportation systems and schools. In addition, recently, the water agencies in the southern California region signed a joint agreement to reduce California's over-dependence upon the Colorado River. For those closely watching these events, none were easy, but each represents progress in solving our regional infrastructure issues.

Will this trend stick? Will regions become more responsible for planning and paying for their own infrastructure solutions? The lack of available resources at the federal and state level may make this our best option. This is not to say we don't need state or federal funds that help finance infrastructure planning, programming, and maintenance. But it does seem that regions are being asked to increasingly leverage or match state and federal funds with local money or programs that help fill the infrastructure gaps.

For example, the statewide infrastructure bonds that were passed by voters in November 2006 provide an opportunity for the San Diego region to obtain funding for transportation and non-transportation infrastructure and activities. Some of the bond funds will be distributed by formula, but most of it will be allocated based on a competitive process. What can our region do to ensure we are prepared to compete for these funds?

### ***Managing the demand for infrastructure***

Some long-time Californians call for a return to the state's "golden era" of infrastructure investment. After all, large infrastructure projects have had a lot to do with shaping California.

Traditional supply-side infrastructure planning made sense in the 1950s when the sectors were in their infancy, California was growing rapidly, and there was a broad consensus in support of growth. But now, the environment has changed. Many citizens view the state's economic and demographic growth as less than desirable. In short, the context in which the state or regions plan and fund capital infrastructure investments is vastly different now than during the eras of Governors Earl Warren and Pat Brown.

Are there ways to meet infrastructure needs without investing in new capital equipment? It may be possible, for example, to manage the demand for existing infrastructure in ways that encourage its most efficient use and thereby minimize the need for new investment. This sort of demand management contrasts with traditional planning approaches, which focus almost exclusively on increasing the supply of infrastructure. Demand management, in contrast, begins with consumers' willingness and ability to pay for services. It recognizes that the demand for infrastructure is dynamic, and it seeks to control the key drivers of that demand to make the most efficient use of existing resources.

### ***Transportation - leading the way***

One of the most powerful policy tools to implement the RCP smart growth goals rests with the combined efforts of SANDAG through its authority over regional transportation funding and the local



jurisdictions through their control over land use decisions—key ingredients for linking transportation and land use.

Following the adoption of MOBILITY 2030, SANDAG began a process to modify the transportation criteria used to evaluate and prioritize major highway, transit, and regional arterial system projects for planning and funding purposes. The purpose of modifying the evaluation and prioritization process is to better link major transportation planning and programming decisions to land use and the smart growth priorities identified in the RCP. This link would allow the region to leverage the Regional Transportation Improvement Program (RTIP) funds to influence the location and character of future land use decisions; the land use decisions would encourage the urban form and design goals of the RCP.

Taking advantage of the competitive RTIP funding allocation process should ensure meaningful urban design changes, influencing the land use elements of each jurisdiction's general plan. Because the land use elements of general plans serve as a planning framework for developers and most non-transportation infrastructure providers, any change in the general plans will ripple through the capital improvement programs of most non-transportation infrastructure and service providers. The proposed process takes advantage of this relationship; most non-transportation infrastructure facility and service providers largely follow the land use plans and decisions approved by local land use agencies (primarily jurisdictions) and are funded through development fees and exactions. Thus, a stronger transportation-land use connection also will result in a coordinated process to prioritize and synchronize capital improvement programs and strategic plans.

### ***Local Infrastructure Needs***

Another important consideration in the discussion of **regional** infrastructure needs is the fact that there also are significant **local** infrastructure needs in each of the 18 cities and the County of San Diego. These needs include local streets and roads, parks, libraries, police and fire facilities, along with many other types of local infrastructure. In some cases the need arises from systems that are inadequate or deteriorating; in other cases, the need arises from increased demand as a result of growth.

### **WHAT DOES THE PUBLIC THINK?**

At the October 20, 2006 Board Meeting, the Board directed staff to conduct public opinion research to provide additional information on the region's infrastructure priorities. In November/December 2006, two telephone surveys were conducted. Results of these surveys will be discussed as part of the next retreat session.

### **SUMMARY**

During the past several years, the San Diego region has made good progress in understanding its infrastructure needs and defining the relationship between its long-range land use and transportation plans and its investment decisions. In order to move forward in addressing future needs, we should develop a consensus on our highest priorities, and then move forward to develop funding strategies to meet those priorities.

## **SURVEY SAYS: KEEP OUR WATER CLEAN; IMPROVE OUR ROADS**

- What transportation and non-transportation infrastructure needs do San Diego region residents deem most critical?
- What is the level of support for the various types of funding mechanisms that could be pursued to pay for infrastructure?

Identifying and addressing critical regional infrastructure needs have been topics of discussion by the SANDAG Board of Directors on several occasions. At its October 20, 2006 meeting, the Board directed staff to conduct research to obtain information about the attitudes and opinions of the region's residents on these issues.

As mentioned in the previous retreat report, in November/December 2006, two telephone surveys were conducted. The focus of one survey is transportation infrastructure needs and funding priorities. The second survey is similar to the first, but addresses issues related to non-transportation infrastructure (habitat preservation, beach sand replenishment, and regional stormwater management). Each survey was conducted of a mutually-exclusive sample of 1,000 of the region's residents.

## **NON-TRANSPORTATION INFRASTRUCTURE PRIORITIES AND FUNDING OPTIONS**

Fourteen environmental and recreation projects were listed. Respondents were asked to give each one a priority rating, using a scale of 1 (low priority) to 5 (high priority). The highest-priority projects identified by respondents are to protect drinking water from contamination and pollution; keep trash and pollution out of rivers, streams, lagoons, and lakes; keep trash out of bays and off local beaches; remove chemicals and bacteria from water sources and stormwater runoff; and protect land around rivers, lakes, streams and lagoons to preserve water quality.

The middle tier of projects includes reducing air pollution and improving air quality; protecting coastal wetlands; acquiring and preserving open space; protecting sensitive habitats and wildlife corridors; protecting farmland for permanent agricultural use; and protecting the shoreline from erosion.

Projects rated lowest in priority are improving public access to open space/parklands; restoring sand on local beaches; and expanding the network of hiking, biking, and walking trails.

The next section of the survey asked participants about their level of support for mechanisms to fund priority environmental and recreation projects. These include increasing the sales tax, increasing property taxes, implementing parking fees at beaches, increasing the tax on hotel rooms (TOT), charging a daily fee on rental cars,

and increasing developer fees on residential and commercial developments.

Funding options that received a “strongly support” or “somewhat support” rating by at least 60 percent of respondents are increasing the fee on new commercial development, charging a \$2 fee on rental cars per day, and increasing the countywide sales tax by 1/8 cent.

Other measures supported by at least half of respondents are increasing the countywide sales tax by ¼ and ½ cent, increasing property taxes by \$15 per year, increasing the tax on hotel rooms, and charging a \$4 fee on rental cars per day.

Measures that garnered support by less than half of respondents are increasing property taxes by \$30 per year and \$50 per year, charging a \$6 fee on rental cars per day, and charging parking fees at beaches.

## **TRANSPORTATION INFRASTRUCTURE PRIORITIES AND FUNDING OPTIONS**

This survey was structured identically to the non-transportation infrastructure survey, but focused strictly on transportation infrastructure and funding options appropriate to those uses.

Fifteen transportation projects were presented to respondents, who were asked to give each a priority rating using a scale of 1 (low priority) to 5 (high priority). The highest-priority projects identified by respondents are maintaining and improving local streets and roads, introducing new technologies to improve the efficiency of the transportation system, and completing the local road network to improve connectivity and traffic flow.

The middle tier of projects in terms of respondents’ priorities are adding lanes to existing freeways; replacing outdated transit

vehicles and equipment; expanding programs that encourage carpooling and telecommuting; building hubs that improve the connectivity of bus, train, and bike networks; adding HOV lanes to existing freeways; expanding Trolley service; and expanding commuter rail service.

The five transportation projects at the bottom of respondents’ priority list are building new highways, expanding high-speed express bus service on freeways and major streets, providing more local bus service, building new rail lines, and expanding and improving the networks of bike paths and facilities.

The following section of the survey asked participants about their level of support for mechanisms to fund priority transportation projects. The options provided were slightly different than those offered in the previous survey. They are: increasing the sales tax, establishing parking fees at transit stations, increasing the tax on hotel rooms (TOT), charging a daily fee on rental cars, allowing solo drivers to use carpool lanes for a fee, building new toll roads, adding new toll roads on existing freeways, increasing the annual vehicle registration fee, charging semi-trucks a fee to use designated truck lanes, and increasing developer fees on residential and commercial developments.

In general, support for funding transportation projects is not as strong as for non-transportation projects. Only one option—increasing the sales tax by ¼ cent—is supported by more than 60 percent of respondents. Seven other options (increasing the sales tax by ½ cent or one cent, charging a fee on rental cars of \$2 per day, allowing solo drivers to use carpool lanes for a fee, increasing the annual vehicle registration fee by \$2 or \$4, and increasing the fee on new commercial development) are supported by at least half of respondents.

Less than half supported these funding mechanisms: building new toll roads, adding new toll lanes on existing freeways, charging semi-trucks to use designated truck lanes, increasing the tax on hotel rooms, rental car fees of \$4 or \$6 per day, increasing developer fees on new homes, building new toll roads, and establishing parking fees at transit stations.

### **OTHER SURVEY TOPICS**

While the two surveys addressed different topics, there were several questions common to both surveys. The responses to some of these questions, highlighted below, were nearly identical in both surveys.

- When asked what one thing local and regional government could change to make the region a better place to live, the top three responses were to reduce traffic/improve transportation, reduce housing costs/improve availability, and improve various types of infrastructure.
- Out of 15 local issues, the three that rose to the top in importance are reducing traffic congestion, protecting water quality, and maintaining and repairing transportation infrastructure. When asked about satisfaction with efforts to address those same issues, preserving parks, open space, and natural habitats; increasing fire services; improving air quality; and improving the local economy were rated most favorably.
- Respondents are not overly optimistic about the future of the region as a better place to live. Nearly 80 percent stated that the region will be about the same or a worse place to live in the future; while fewer than one out of five believes it will be a better place to live.
- Although respondents seem to feel that the quality of life in the region will be

stable or decline in the future, they still give the region high marks in the current overall quality of life here. About one-third rate it as excellent, and another 51 percent consider it good.

### **METHODOLOGY**

The surveys were conducted by telephone during November and December 2006 excluding holiday periods. Each survey had a sample size of 1,000, providing a margin of error of +/- 3.1 percentage points. This large regional sample provides enough completed surveys to reliably evaluate the results by six geographic subareas in the region.

## **CALIFORNIA ENERGY POLICY: REGIONAL SOLUTIONS FOR STATEWIDE SUSTAINABILITY**

**Ms. Jackalyne Pfannenstiel**  
**Chair, California Energy Commission**



Jackalyne Pfannenstiel was appointed to the California Energy Commission on April 20, 2004, by Governor Arnold Schwarzenegger. She was named Vice Chair on February 28, 2005 and, on June 8, 2006, Governor Schwarzenegger appointed her Chairman of the Commission.

She is the presiding member of the Commission's Efficiency Committee and the Integrated Energy Policy Report Committee and the second member of the Renewables Committee. In addition, she serves on the Boards of the Alliance to Save Energy and the Collaborative for High Performance Schools.

Ms. Pfannenstiel, of Piedmont, was an energy policy and strategy advisor from 1991 until her appointment to the Energy Commission. Previously, she was vice president for planning with PG&E Corporation. She joined PG&E in 1980 and held various positions in the areas of rates, regulation, and strategic planning. Her earlier work was with the California Public Utilities Commission where she served as a senior economist from 1978 until 1980. Before moving to California, Ms. Pfannenstiel was an economist with the Connecticut Public Utilities Commission.

Ms. Pfannenstiel holds a master degree in economics from the University of Hartford and an undergraduate degree, also in economics, from Clark University. She is a Trustee of Clark University and the past Chair of the Board of the Oakland Museum of California.

## FILLING REGIONAL INFRASTRUCTURE GAPS: PUBLIC POLICY OPTIONS

- Which funding sources for transportation hold the greatest promise for the region?
- How should SANDAG approach regional funding sources for habitat conservation, stormwater management, and beach sand replenishment?
- Are there ways for SANDAG to approach the funding of transportation and related non-transportation needs in an integrated manner, similar to the approach used in the *TransNet* Environmental Mitigation Program?

The background paper for Session C identified the region's regional infrastructure needs and various strategic approaches providers are applying toward achieving these needs. The strategic approaches include demand management, conservation, collaboration and cooperation with other infrastructure providers, adjusting current expenditures to match changing regional priorities, leveraging federal and state resources, and new revenue. Furthermore, the background paper identified three regional infrastructure areas (stormwater management, habitat preservation, and beach sand replenishment) that are significantly under-resourced, including lacking a complete system to prioritize their needs.

In addition, preliminary analysis from the Regional Transportation Plan (RTP) update shows that approximately \$40 billion in revenues will be available to fund a revenue constrained plan. In 2003, the revenue constrained plan totaled \$30 billion. Also in 2003, for the first time the SANDAG Board developed a reasonably expected scenario totaling \$42 billion, which assumed an increase in revenue from the *TransNet* extension as well as increases in state transportation funding. With the current dramatic increases in construction and right-of-way costs, an unconstrained network could cost up to \$80 billion. SANDAG policymakers will have to decide what revenue assumptions to make to develop a new reasonably expected scenario for the 2007 RTP update.

The purpose of this background paper is twofold: first, to review and summarize a previous Board discussion on new revenue sources to help pay for transportation facilities; and second, to provide a broad list of potential new revenue sources that could be used to fund transportation and non-transportation infrastructure.

### SUMMARY OF PAST SANDAG DISCUSSIONS

**October 13, 2006:** The Board discussed potential new revenue sources for transportation facilities and operations for their use in the 2007 RTP.

Directors were polled on several new funding sources. They strongly supported toll roads as a way to expedite new facilities, such as SR 11 to a new border crossing. User fees for freight and rental cars

also gained a strong majority, as did an increase in the vehicle license registration fee. Less popular were parking fees and various local mechanisms to generate transportation funds. Local mechanisms included tax increment financing, benefit assessment districts, development impact fees, and real estate transfer taxes.

The results of the entire interactive session from the October SANDAG Policy meeting are shown in Attachment 1.

**January 12, 2007:** Directors were given an overview of the Integrated Regional Infrastructure Strategy (IRIS), an element of the Regional Comprehensive Plan (RCP). The IRIS outlines a systematic approach to addressing regional infrastructure needs as well as identifying existing and future revenue sources.

The discussion then focused on three non-transportation areas where Directors have determined that through the RCP SANDAG could play a role in addressing the infrastructure resource gaps – habitat preservation, beach sand replenishment, and stormwater management.

While no polling was conducted, Board discussion focused on various options for beach sand replenishment such as dedicated Transient Occupancy Tax (as has been done in Solana Beach and Encinitas), imposing rental car fees, and considering development impact fees. Another suggestion was to establish a contribution by jurisdiction, allowing each jurisdiction to select its mechanism for raising its revenue share.

Directors were asked for information by jurisdiction on what tax rates are currently in place. Attachment 2 addresses this question for three revenue sources, sales tax rates, transient occupancy tax rates, and property tax rates.

There also was discussion of considering a “quality of life” initiative to cover not only these three infrastructure needs but addressing transportation priorities such as funding for transit operations.

In summary, Chair Sessom noted that the Board Policy meeting discussion is the beginning of a process that will expand during the next six months to a more refined analysis of policy and funding options.

The alternative revenue sources discussed at this Board meeting to potentially fund these three non-transportation infrastructure needs are shown in Attachment 3.

## **WHAT ARE SOME POLICY AND FUNDING OPTIONS?**

This section of the report delineates potential options for providing funding mechanisms for infrastructure.

### **Public Private Partnerships (PPP)**

Sometimes the role of government is not to provide the public service or facility but to ensure that the facility or service is available. Whether one considers infrastructure needs at the federal, state, or local level, one finding is consistent across all infrastructure providers: the overall request or need for infrastructure funding is greater than the available pool of resources.

Public Private Partnerships are designed to bridge this resource gap by offering a business investment opportunity that attracts private sector capital and resources.

These agreements usually involve a government agency contracting with a private company to renovate, construct, operate, maintain, and/or manage a facility or system. While the public sector usually retains ownership in the facility or system, the private party will be given additional

decision rights in determining how the project or task will be completed.

The region has entered into various PPP, including development at transit stations, such as the Grossmont Station in La Mesa. The SR 125 toll road is the largest transportation PPP in the San Diego region, a \$773 million investment (\$635M in private funds and \$138M in public funds) that would not have been possible without private sector participation. In general PPP have a mixed reputation in California, primarily because of the “non-compete clause” issues surrounding the toll facilities on SR 91 in Orange County. In addition, SR 125 has generated some cost overrun concerns that led to the passage of SB 463 this past legislative cycle.

In light of these experiences: what lessons have we learned? What are the risks and rewards of PPP? Do PPP have a role in funding transportation projects in the San Diego region?

### **Sales Taxes**

An increase in the level of regional sales tax currently collected for *TransNet* is another potential option. A challenge to this would be that, contrary to the last approval where it was merely extending an existing tax, this would represent a new tax. The extension barely received the minimum two-thirds vote required for approval, so an increase to the *TransNet* tax would be more difficult to obtain. Therefore, before the region embarks on asking the voters for an increase, careful assessment of priority issues for the voters should be made. Among the priorities evaluated could be dedicated transit operations, funding for additional transportation capital improvements, and funding for quality of life projects such as open space, habitat acquisition, water quality improvement projects, sand replenishment at local beaches and others. An increase would provide the region with

the greatest amount of flexibility as the revenues would be controlled regionally, the sales tax would better protect against inflation, and the revenue stream would be stable.

### **Rental Car Fees**

Currently there are at least 80 car rental taxes in effect in 38 states and 24 new car rental taxes under consideration. The dedicated purpose of the funds varies widely but with a high percentage being used to fund specific sports facilities, tourism, and public transportation projects. This revenue would help offset the cost of visitors using resources and facilities in the region. Fees either are levied as a dollar-per-day charge or a percentage of the total base rental price.

### **Parking Fees at the Beaches**

In 2002, SANDAG staff conducted an informal assessment of potential revenues to be collected from beach parking in San Diego coastal communities. These fees would help offset the cost of keeping beaches clean and useable. The estimate was based on charging one dollar per hour of parking at city-owned parking spots within a one-quarter mile of the beach.

**Development Impact Fees (DIF)** are fees collected by local agencies for new development or redevelopment that are tied to certain infrastructure improvements. However, public agencies may find it hard to bond against projected DIF revenue since the revenues materialize only once the development is implemented.

**Benefit Assessment Districts** allow a public agency to construct and maintain improvements such as traffic signals, parks and others. Project costs are assessed within the boundaries of the designated benefit area of the county or city. The Districts have several advantages. They tie financing of specific projects to beneficiaries; they allow



different levels of infrastructure and services to vary with different demands for these public goods; and they allow an area that wants better infrastructure to fund itself. However, there are certain disadvantages to Districts. These include potential fragmentation of infrastructure and services, varying between those areas that want to pay for the improvements and those that do not.

**Parking Assessment Districts** would allow the Districts to assess fees on certain parking spaces within defined areas. A surcharge or fee on parking spaces in congested areas, including downtown San Diego and others would help raise additional revenue and reduce congestion. The effect would be similar to the charges that major global cities such as London have imposed on travelers who wish to drive to highly congested areas of their respective center city districts. The impact of these fees has been a reduction in vehicular congestion as well as an increase in transit use. While residents of London were initially reluctant to embark on this experiment, results have been favorable and the continued implementation of this program is generally supported in the area.

#### **Transient Occupancy Tax (TOT) (hotel/motel visitor's tax)**

Transient Occupancy Tax has been discussed by the SANDAG Shoreline Preservation Working Group as a method for funding the region's beach sand replenishment program. TOT would provide a reliable source and is consistent with the goal of improving visitor-serving facilities. However, any specific allocation of TOT funds to beach sand replenishment would have to be considered and evaluated by each jurisdiction responsible for allocating those funds. Two local jurisdictions that have already implemented a TOT specifically for beach sand replenishment are Solana Beach and Encinitas.

**Property Tax Assessments** have been imposed by many cities and counties to help finance general obligation bonds for local stormwater management programs. Los Angeles voters overwhelmingly supported Proposition O in the November 2004 election (approved with 76.3 percent of the vote), authorizing the City of Los Angeles to issue \$500 million in general obligation bonds for projects that protect public health by cleaning up and preventing pollution in regional waterways and beaches, improving or protecting water quality, providing flood protection, and increasing water conservation, habitat, and open space. In Los Angeles, residential property owners were assessed a certain percentage of their property value for 24 years (average household pays \$1 per \$10,000 assessed value). Other regions have charged residents a flat annual fee known as a parcel tax.

#### **Indexation of Fuel Taxes**

Taxes collected per gallon of gas have not changed for nearly two decades. Currently 36 cents per gallon sold is collected for transportation programs in California (18 cents federal and 18 cents state). What this means is that regardless of the price of fuel, the state continues to get a flat amount per gallon whose real value continues to be eroded by escalating construction costs (inflation).

Proposition 42, however, has begun to change this. Prop 42 ties the amount of sales taxes collected from fuel sales to transportation uses. While there is no sales tax at the federal level, there may be opportunities for the federal government to change the framework under which the tax is collected from a per-gallon basis to an index basis. Likewise, the state could amend its framework to make the collection of fuel taxes index-based rather than per-gallon-based.

### **Transportation Demand Management (TDM) Employer Contributions**

One potential way to reduce congestion without needing to invest in additional capacity is by reducing demand through TDM programs. The region has been subsidizing the RideLink program for a number of years with success. Some employers already provide some type of match to employee contributions. Additional mechanisms could be explored that would motivate employers to increase their contribution towards support of these programs. An increase in the number of TDM participants would defer the need for certain infrastructure, freeing up funding capacity for other transportation projects.

### **Vehicle Registration Fees**

AB2766 allows county governments some flexibility in setting vehicle registration fees for vehicles within that county's jurisdiction. These funds are typically used for projects and programs that reduce emissions as recommended by the local Air Pollution Control District. Such programs can include transit shuttle services and vanpools.

### **Joint Development Agreements**

There is the potential to expand on existing joint development agreements which can result in additional fees collected. These developments may allow, for example, infrastructure elements from utility companies or other commercial enterprises to be placed within transportation facilities, whether at spot locations such as parking structures or transit stations or along longitudinal corridors, such as managed lanes or light rail routes. These developments may be a source of a steady, albeit modest, stream of revenues in the case of leases.

A summary of these possible funding sources for both transportation and non-transportation infrastructure areas are shown in Attachment 3.

**SUMMARY RESULTS**  
**SANDAG POLICY MEETING INTERACTIVE SESSION ON**  
**REGIONAL TRANSPORTATION PLAN REVENUE SOURCES**  
 October 13, 2006

QUESTION	PERCENT IN FAVOR	TOTAL VOTES
▪ Additional revenue sources in the 2007 Revenue Constrained Plan?	47%	19
▪ More toll roads in Reasonably Expected (RE) Scenario?	70%	20
▪ Goods movement user fees in RE Scenario?	85%	20
▪ Include parking fees at transit facilities in RE Scenario?	42%	19
▪ Include rental car fees in RE Scenario?	65%	17
▪ Assume Parking Assessment Districts in RE Scenario?	46%	13
▪ Assume additional gas tax revenues?	50%	16
▪ Increase TDM?	100%	17
▪ Assume joint development revenues?	82%	16
▪ Additional Vehicle License Fees?	82% <sup>1</sup>	17

<sup>1</sup> 82% in favor of increasing the VLF from \$2.

PAIRED COMPARISONS	RANK
▪ Local Mechanisms - Parking Assessment Districts	8.06
▪ Local Mechanisms - Tax Increment Financing	8.00
▪ Local Mechanisms - Benefit Assessment Districts	7.88
▪ Local Mechanisms - Development Impact Fees	6.94
▪ Local Mechanisms - Real Estate Transfer Taxes	6.44

## TAX RATES BY JURISDICTIONS

Jurisdiction	Sales Tax 2006	Transient Occupancy Tax 2006**	Property Tax Rate Percent* 2006/2007
Carlsbad	7.75%	10%	1.01846
Chula Vista	7.75%	10%	1.06553
Coronado	7.75%	8%	1.03326
Del Mar	7.75%	10%	1.01383
El Cajon	8.25%	10%	1.09400
Encinitas	7.75%	10%	1.03978
Escondido	7.75%	10%	1.11508
Imperial Beach	7.75%	10%	1.04992
La Mesa	7.75%	10%	1.10825
Lemon Grove	7.75%	6%	1.08362
National City	8.75%	10%	1.05461
Oceanside	7.75%	10%	1.07011
Poway	7.75%	6%	1.06872
San Diego	7.75%	10.5%	1.10025
San Marcos	7.75%	10%	1.03489
Santee	7.75%	6%	1.06093
Solana Beach	7.75%	10-13%@	1.00470
Vista	8.25%	10%	1.04842
County of San Diego	7.75%	9%	
	Low		1.00000
	High (Fallbrook)		1.34216

\* These are typical tax rates for each city in the county. The basis for compiling the tax roll is the division of property into school districts. In addition to school districts, there are also numerous special districts and eighteen incorporated cities for which tax rates are levied on the properties benefited.

\*\* Transient Occupancy Tax is levied on visitors.

@ Solana Beach TOT is phased in (10% until 12/31/06; 11% for 2007; 12% for 2008; 13% effective January 1, 2009.)

## DO WE HAVE THE ENERGY?

- Which energy topics discussed in this report are most important to our region?
- How can the SANDAG Regional Energy Planning Program help member agencies address their energy needs and environmental goals and policies?
- What if jurisdictions are mandated to put energy elements in general plans?

### INTRODUCTION

The San Diego region is unique in its long history of developing strategies and plans to meet our energy needs in a sustainable way. The most recent Regional Energy Strategy was prepared by the San Diego Regional Energy Office (SDREO) and adopted by the SANDAG Board of Directors in 2003. The strategy was incorporated into the SANDAG Regional Comprehensive Plan in 2004. Since that time, the SANDAG Energy Working Group has been providing input to the Regional Planning Committee and the Board on a wide range of regional energy issues.

At the same time, the State of California has begun to recognize the importance of sound energy planning not only to meet consumer needs and economic development goals, but also to help reduce greenhouse gas emissions that are associated with climate change. In addition, California is now looking to expand the role of local and

regional governments in meeting energy and climate change goals. Therefore, the San Diego region has a unique opportunity to partner with the state to advance mutual goals of maximizing energy efficiency and reducing energy-related pollutants that degrade the environment. This report highlights state energy policies most relevant to SANDAG and areas for collaboration.

### CALIFORNIA ENERGY PLANNING

Several state agencies have authority over energy planning and policies, and related air quality issues. The California Energy Commission (CEC) is the state's primary energy planning agency. The California Public Utilities Commission (CPUC) regulates privately owned electric and natural gas companies, including San Diego Gas and Electric (SDG&E).

The California Air Resources Board (CARB) is the lead agency for implementing Federal and State laws pertaining to air quality. These agencies coordinate and collaborate on various interrelated issues, including the implementation of strategies to meet California's greenhouse gas emission reduction targets, established by the Governor in an Executive Order and codified in Assembly Bill 32. It also should be noted that CARB works with the San Diego County Air Pollution Control District (APCD) to implement many of the specific plans and policies pertaining to air quality in the San Diego region.

Every two years, the California Energy Commission publishes an energy policy blueprint for the state called the Integrated Energy Policy Report (IEPR). The IEPR is the foundation of energy policies and decisions affecting California. In alternate years, CEC publishes an IEPR "Update," which focuses on specific statewide energy policy issues not covered in sufficient detail in the IEPR. In the 2006 IEPR Update, one of the topics that was addressed was the relationship between land use and energy planning. The CEC wants to place a greater emphasis on the land use planning/energy planning relationship and take advantage of its significant potential to help meet state energy and greenhouse gas reduction goals. The commission considers "smart growth" to be the most significant opportunity to meet those goals. Therefore, it is recommending several state policy changes that will enhance the role of smart growth in meeting many state energy goals, including legislation requiring energy elements in local government general plans.

It should be noted that SANDAG already has partnered with the CEC to utilize the urban simulation model PLACE<sup>3</sup>S (Planning for Community Energy, Economic, Environmental Sustainability) which can help to evaluate the energy use and pollutant emission impacts of various land use and transportation planning scenarios. In addition, SANDAG is working with CEC staff to look at how "regional blueprint plans" like the SANDAG Regional Comprehensive Plan can be used to integrate land use, transportation, and energy policies on a regional scale.

### **SANDAG ENERGY PLANNING PROGRAM**

In April 2006, the SANDAG Board of Directors discussed the future of the SANDAG Regional Energy Planning Program. The Board acknowledged the significant accomplishments made by

SANDAG through its Regional Energy Strategy and Energy Working Group. Directors agreed that the agency should make a long-term commitment to this program. The Board also agreed that SANDAG staff should continue to pursue external funding sources in support of its regional planning activities. This Board direction was incorporated into the FY 07 SANDAG Overall Work Program and Budget.

### **OPPORTUNITIES FOR STATE/REGIONAL COLLABORATION**

Since that time, in addition to implementing the activities outlined in the OWP, SANDAG staff and EWG members have been pursuing various outside funding sources to support Regional Energy Program activities. One of the most promising opportunities appears to be a collaborative effort between SANDAG and the CEC.

One idea is having the CEC provide funding to SANDAG which would be used in the future updating of the Regional Energy Strategy, with a specific focus on the relationship between regional energy planning and smart growth land use / transportation planning as set forth in the SANDAG Regional Comprehensive Plan. The idea would be for SANDAG to update its Regional Energy Strategy, using the PLACE<sup>3</sup>S model as a tool for evaluating the energy use and greenhouse gas emission impacts of alternative land use/ transportation scenarios. The results of this analysis and planning would then be incorporated into future updates of the RCP and Regional Transportation Plan. SANDAG would agree to share its methodology and results with the CEC and with other Metropolitan Planning Organizations in California. In addition, the updated RES and PLACE<sup>3</sup>S model would be available to local governments in the San Diego region to be used in the updates of their general plans and implementing programs.

In addition, CEC representatives have expressed an interest in providing support to continue the development of the “Sustainable Region” energy conservation program, which was initiated jointly by SANDAG, SDREO, and SDG&E, and was implemented on a pilot basis with the City of Carlsbad last year. This program would enable local jurisdictions to help meet state and regional energy goals through implementation of energy efficiency measures, demand response capabilities, and distributed generation applications in municipal facilities and services. The Carlsbad pilot program resulted in identifying 32 energy saving recommendations that if implemented would save the City about \$200,000 per year on its energy bills. For three projects it is currently implementing, Carlsbad has qualified for about \$75,000 in incentives and could save \$43,000 per year on its electric bills.

SANDAG also has discussed the idea of working with CEC in the evaluation of the use of alternative fuels in the transportation sector. Here again SANDAG regional plans and modeling capabilities could be used to help evaluate options for the use of alternative fuels, with the results being reported by the CEC in its 2007 IEPR, and incorporated into the next update of the SANDAG Regional Energy Strategy.

SANDAG and CEC representatives have discussed the idea of SANDAG studying the feasibility of co-locating electric transmission and distribution facilities within the rights-of-way of transportation corridors. This study, which would be prepared in cooperation with SDG&E and Caltrans, would identify opportunities that exist within the San Diego region to use this approach, and would also identify issues and obstacles that may need to be overcome. The results of this study would be transferable to other MPOs in the state.

## **NEXT STEPS**

SANDAG staff is now working with CEC staff to develop a specific proposal for a multi-year agreement that would provide financial support from CEC to SANDAG to conduct planning activities such as those outlined above.

## **A LOOK AT THE LEGISLATIVE YEAR AHEAD: HON. CHRISTINE KEHOE & HON. GEORGE PLESCIA**

- How can the San Diego region get its “fair share” of the statewide infrastructure bond measures?
- What should be the role of SANDAG in airport-related land use and transportation planning?
- What are other key legislative priorities for the region and the state this session?

State Senator Christine Kehoe (D-39<sup>th</sup> District) and Assemblymember George Plescia (R-75<sup>th</sup> District) will be on hand to provide an outlook on the 2007-2008 California legislative session and discuss legislative priorities with retreat participants.

Senator Kehoe is Chair of the Senate Energy, Utilities, and Communications Committee and is a member of the Senate Budget & Fiscal Review, Local Government, Natural Resources & Water, and Transportation & Housing Committees. Assemblymember Plescia is the Vice Chair of the Assembly Governmental Organizational Committee, and is a member of the Arts, Entertainment, Sports, Tourism & Internet Media, Revenue & Taxation, and Joint Legislative Audit Committees.

## **THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY REFORM ACT OF 2007**

Following two public hearings in the fall of 2006 concerning the governance of the San Diego County Regional Airport Authority, in December Senator Kehoe introduced Senate Bill 10, the San Diego County Regional Airport Authority Reform Act of 2007. Assemblymember Plescia is the Principal Co-Author of the measure.

In its current form, SB 10 proposes to move the authority for airport land use compatibility planning from the Airport Authority and return it to SANDAG, where it had been prior to 2003. SB 10 also declares the intent of the Legislature to restructure the Airport Authority, which would retain its responsibility for San Diego International Airport (Lindbergh Field) operations.

Amendments to SB 10 are expected, and the bill will likely be referred to the Senate Local Government Committee for its first legislative hearing in February. The retreat provides an opportunity for participants to weigh in on the opportunities and challenges presented by the measure.

## **STATEWIDE INFRASTRUCTURE BOND MEASURES**

A primary focus of last year’s Board retreat was on the infrastructure needs facing the San Diego region. An interactive polling exercise on infrastructure priorities was used to help gauge priorities and guidelines for the state infrastructure funding proposals. The establishment of these priorities assisted



SANDAG leadership in working with the Governor and members of the Legislature to ensure that the region's needs were addressed in the various bond measure proposals under discussion at the time. Last November, California voters passed a number of infrastructure bond measures in the areas of transportation, housing, education, flood prevention, and the environment (see box). The measures, totaling more than \$42 billion, are intended to address the critical infrastructure needs facing the state.

Implementing the bond measures is expected to be a key topic of the 2007-2008 legislative session. In December, several "spot" bills were introduced to ensure the timely implementation of the various measures. These bills are expected to be amended during the coming months as program provisions and other implementing language are negotiated and further defined. In January, the Governor also announced his 2007-08 state budget proposal, including proposed multi-year allocation of funds for Proposition 1B.

The retreat will provide another opportunity to bring SANDAG members and key state legislators together to further discuss the San Diego region's infrastructure needs and refine our approach to ensure that that the region continues to receive at least its "fair share" of statewide funding.

#### **NOVEMBER 2006 STATEWIDE BALLOT MEASURES**

Prop. 1A: Protection of Proposition 42  
Prop. 1B: Transportation, Air Quality and Port Security: \$ 19.92 billion  
Prop. 1C: Housing and Emergency Shelter: \$2.85 billion  
Prop. 1D: K-12/University Facilities: \$10.42 billion  
Prop. 1E: Flood Prevention: \$4.09 billion  
Prop. 84 Water Quality, Safety, & Supply; Flood Control & Natural Resource Protection; Park Improvements: \$5.39 billion

#### **OTHER KEY LEGISLATIVE PRIORITIES**

During the retreat sessions on Thursday, February 1, participants will be discussing regional infrastructure needs of the Regional Comprehensive Plan (RCP) and MOBILITY 2030 Regional Transportation Plan (RTP), and proposed initiatives to implement the Regional Energy Strategy (RES). The Friday session will enable participants to discuss what legislative changes may be needed to enable SANDAG to better implement its adopted plans and programs, including the RCP, RTP, and RES, among others.