EXECUTIVE COMMITTEE AGENDA

Friday, July 13, 2007
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

- SANDAG SERVICE BUREAU: FUNDING FOR BAYSHORE BIKEWAY ENGINEERING AND PLANNING SERVICES
- INFRASTRUCTURE BOND FUNDING: TRADE CORRIDORS IMPROVEMENT FUND PROGRAM
- SENATE BILL 10: REGIONAL AIRPORT AUTHORITY REFORM ACT OF 2007

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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Welcome to SANDAG. Members of the public may speak to the Executive Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Executive Committee may take action on any item appearing on the agenda.

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EXECUTIVE COMMITTEE
Friday, July 13, 2007

ITEM #       RECOMMENDATION
+1. APPROVAL OF JUNE 8, 2007, 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.

CHAIR’S REPORT (3)

+3. PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR    RECOMMEND

Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review his performance. If the Executive Director’s performance is determined to be satisfactory, the Board of Directors shall adjust his base salary in accordance with the employment agreement provisions. The Executive Committee recommends that the Board of Directors approve: (1) the Executive Director’s performance evaluation for the period July 2006 to June 2007; and (2) performance objectives for the upcoming year (July 2007 to June 2008).

REPORTS (4 through 9)

+4. SANDAG SERVICE BUREAU: FUNDING FOR BAYSHORE BIKEWAY ENGINEERING AND PLANNING SERVICES (Stephan Vance)    APPROVE

SANDAG has been asked to coordinate implementation of the Bayshore Bikeway Plan within the cities of Chula Vista and National City. The Executive Committee is asked to authorize the Executive Director to contract with the County of San Diego and the cities of National City and Chula Vista to accept funding totaling $267,000 to begin preliminary engineering for the extension of the Bayshore Bikeway bike path through these cities. If approved, SANDAG would undertake this work through the Service Bureau.

+5. INFRASTRUCTURE BOND FUNDING: TRADE CORRIDORS IMPROVEMENT FUND PROGRAM (Elisa Arias)    RECOMMEND

The Executive Committee is asked to recommend that the Board of Directors approve the funding strategy for implementing key regional goods movement projects through the Trade Corridors Improvement Fund program of Proposition 1B.
SENATE BILL 10: REGIONAL AIRPORT AUTHORITY REFORM ACT OF 2007 (Kim Kawada/Julie Wiley)

SANDAG has continued to work with Senator Christine Kehoe, San Diego County Regional Airport Authority, City of San Diego, and others on Senate Bill 10, the San Diego County Regional Airport Authority Reform Act of 2007. The Executive Committee is asked to discuss Senate Bill 10, including proposed amendments, and consider a possible recommendation to the Board of Directors.

LEGISLATIVE STATUS REPORT (Kim Kawada)

Staff will provide a verbal report on the status of key legislative activities. The Executive Committee may be asked to discuss and consider a possible position on Senate Bill 375 pending state bills.

POTENTIAL AMENDMENT TO THE FY 2008 BUDGET AND OVERALL WORK PROGRAM (Bob Leiter)

During the development of the FY 2008 Budget and Overall Work Program (OWP), the Executive Committee discussed the need to evaluate a possible rail station to serve the Del Mar Fairgrounds. The Executive Committee is asked to discuss and consider a possible amendment to the FY 2008 Budget and OWP to conduct this evaluation.

REVIEW OF JULY 27, 2007, DRAFT BOARD AGENDA

UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, August 10, 2007, at 9 a.m.

ADJOURNMENT

+next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JUNE 8, 2007

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 Mayor Jerry Sanders (City of San Diego) and a second by First Vice Chair Lori Holt Pfeiler (North County Inland), the minutes of the May 11, 2007, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chuck Lungerhausen, a member of the public, said that during public comments at the June 1 Joint Transportation/Regional Planning Committee meeting, he forwarded the idea that SANDAG should use Proposition 1B funds to purchase new low-floor trolley vehicles on the Blue Line to replace the aging U2 trolley vehicles. The steady conversion to low-floor buses has brought about much efficiency in that mode and he felt that having low-floor trolley cars would do the same.

CONSENT (3)

3. PROPOSED AMENDMENTS TO BYLAWS AND BOARD POLICIES (RECOMMEND)

Last month staff brought proposed changes to the Bylaws and several Board Policies to the Executive Committee for review and comment. Staff has incorporated changes requested by the Committee. The Executive Committee is asked to recommend that the Board of Directors approve amendments to the SANDAG Bylaws, and Board Policy Nos. 002 (Policy Advisory Committee Memberships) and 004 (Rules of Procedure for Board of Directors, Policy Advisory Committees, and Other Legislative Bodies).

Action: Upon a motion by Mayor Sanders and second by Second Vice Chair Jerome Stocks (North County Coastal), the Executive Committee approved Consent Item No. 3 to recommend that the SANDAG Board of Directors approve amendments to SANDAG Bylaws and Board Policy Nos. 002 and 004.
4. DRAFT FY 2008 BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (RECOMMEND)

Tim Watson, Budget Program Manager, reported that we have had three progressive reviews of the FY 2008 Budget at prior Executive Committee meetings. He reviewed the revised revenue and expense estimates, Contingency Reserve, and continuation of the compensation and merit programs, provided a recap of proposed new positions, and explained changes from the previous draft Budget. The next steps are to present the FY 2008 Budget (including the Overall Work Program [OWP]) to the Board at its June 22, 2007, meeting for approval. Final documents will then be transmitted to the Federal Highway Administration, Federal Transit Administration, and Caltrans. Upon approval of by the funding agencies and execution of the OWP agreement, SANDAG will be authorized to proceed with implementation of the FY 2008 OWP.

Councilmember Jim Madaffer (City of San Diego) said that at the bottom of page 2, there is a reference to government agencies (including SANDAG member agencies) that use an automatic merit/step system. He reiterated that SANDAG does not use this automatic step increase system, but instead uses a merit system based on performance. Gary Gallegos, Executive Director, noted that the proposed 3 percent merit pool is for the entire agency. Each individual employee is evaluated on an annual basis. Supervisors make recommendations for merit increases based solely on performance.

Second Vice Chair Stocks commented that the chart on page 11 identifies which agencies use the automatic step increase system.

Action: Upon a motion by First Vice Chair Pfeiler, and a second by Second Vice Chair Stocks, the Executive Committee recommended that the Board of Directors approve Resolution No. 2007-26 adopting the FY 2008 Budget (including the OWP).

5. ANNUAL REVIEW OF BOARD POLICY NO. 033: IMPLEMENTATION GUIDELINES FOR SANDAG REGIONAL HOUSING NEEDS ASSESSMENT MEMORANDUM (DISCUSSION)

Susan Baldwin, Senior Planner, reported that in April 2006 the Board adopted Board Policy No. 033 that sets forth guidelines for the allocation of SANDAG discretionary funds to encourage affordable housing in the region. The Board Policy has been applied thus far to three funding cycles: the initial Pilot Smart Growth Incentive Program, and two cycles of the Transportation Development Act (TDA)/TransNet Bicycle-Pedestrian funding allocations (FY 2007 and FY 2008).

The FY 2008 TDA/TransNet funding cycle was the first time that this policy took full effect. To be eligible for funding, jurisdictions were required to have the following: a housing element in compliance with state law, submitted information to SANDAG regarding the actual production of housing in the four income categories, and shown progress toward complying with any rezoning programs contained in its housing element that are required to meet the adequate site identification requirements of state law. Points were awarded based on the number of affordable housing units produced in relation to each jurisdiction’s Regional Housing Needs Assessment (RHNA) goal. Six jurisdictions met the housing element
eligibility requirements for the FY 2008 TDA/TransNet Bicycle-Pedestrian funding cycle and submitted proposed projects for funding: Chula Vista, El Cajon, Escondido, La Mesa, City of San Diego, and San Marcos. Ms. Baldwin stated that staff is recommending no changes be made to the Board Policy at this time, and that the Policy be reviewed again after the FY 2009 funding cycle.

Ms. Baldwin noted that planning directors asked SANDAG staff to consider the total number of affordable housing units produced in addition to the percentage of the RHNA goal produced. This will be given consideration over the next year while we are putting together proposed criteria for the TransNet Smart Growth Incentive Program.

Councilmember Madaffer said that this fits in well with current legislation being considered by the state Assembly, which includes provisions regarding the production of affordable housing in exchange for Proposition 1C monies.

Action: No action was taken on this item.

6. LEGISLATIVE STATUS REPORT (INFORMATION/POSSIBLE ACTION)

Kim Kawada, Policy and Legislative Affairs Program Manager, reported that efforts since the last Committee meeting focused mainly on the Governor's May 14 Budget Revise. The most significant issue is the proposed diversion of $1.3 billion from the Public Transportation Account (PTA) to offset debt service and fund two other programs normally paid for by the general fund. The Senate and Assembly budget subcommittees have gone over these budget items. Both houses have rejected the bulk of that proposal, but they differ on some of the funding items. The PTA funding will be addressed by the Budget Conference Committee.

Ms. Kawada stated that related to the infrastructure bonds, the Governor is requesting the Legislature to appropriate $11.5 billion of the $19.9 billion in Proposition 1B funds over a three-year period. What happens to that proposal will depend on what the Budget Conference Committee does. Many bills for the Proposition 1B programs have moved off the floor to the other house; it still remains to be seen if the policy language will remain as is, or if the language will be modified during the budget process. We are continuing to work with the bills’ authors and members of our delegation. For the Proposition 1B Local Streets and Roads funding, the Governor’s May Revise proposed $600 million in FY 2008, split evenly between cities and counties. On the Senate side, the total amount was reduced to $400 million, far less than the $1 billion initially proposed in Senate Bill 286. This is another item that is expected to be taken up during conference. Ms. Kawada noted that we also are continuing to monitor Propositions 1C and 84 funding to see where we fit in. Our focus is on how the programs best support implementation of the Regional Comprehensive Plan.

Councilmember Madaffer suggested that each of cities send letters to the delegation to emphasize that the State Legislature should keep faith with the voters on Proposition 1B. We may not see the total $40-plus billion bonded next year. Assembly Bill (AB) 1053 proposes to distribute $850 million of Proposition 1C funds for housing, infrastructure bank loans for infill development, brownfield development, and a competitive grant process for
municipalities to be administered by the state’s Housing and Community Development (HCD) department. He suggested that we monitor this bill.

Mr. Gallegos said that related to the Proposition 1B local funding, the entire legislative delegation was going to sign a letter to the Governor to recommend full funding of the Local Streets and Roads portion of Proposition 1B. We have two San Diegans on the conference committee: Senator Denise Ducheny (who has been elected vice chair of the conference committee) and Senator Bruce Hollingsworth.

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

7. REVIEW OF JUNE 22, 2007, DRAFT BOARD AGENDA (APPROVE)

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda and suggested the following changes: Item No. 4, FY 2008 TDA Allocations will include the TDA Productivity Goals and will be moved to Reports; add an item to the Consent Calendar related to Capital Improvement Program (CIP) budget transfers for trolley realignment and rehabilitation projects; add two items to the Chair’s Report to recognize Fred Luedtke, retiring Escondido Deputy Director of Public Works and former chair of the Cities/County Transportation Advisory Committee, and Rear Admiral (Select) Garry Bonelli, retiring SANDAG Communications Director; and add another closed session item related to a conference with real property negotiators.

First Vice Chair Pfeiler said that this appears to be a heavy agenda and wondered if we should push Item No. 18 (Annual Evaluation of Board Policy No. 033: Implementation Guidelines for SANDAG Regional Housing Needs Assessment Memorandum) to the July meeting.

Mr. Gallegos said that there are two closed session items and one is more critical than the other. If we run out of time we can postpone one closed session item to the Policy Board meeting in July.

Councilmember Madaffer mentioned that he will be out of town for the June 22 Board meeting and suggested that Transportation Committee Vice Chair Jack Dale’s name rather than his be placed on the agenda for Item Nos. 14, 15, and 16.

Chair Sessom asked General Counsel Julie Wiley to revise the language on Item No. 7 so that Board members can submit either a written report or an oral report. Ms. Wiley agreed to make this change.

Chair Sessom asked that comments from Committee members for Garry Bonelli’s retirement event be sent to her.

**Action:** Upon a motion by First Vice Chair Pfeiler and a second by Second Vice Chair Stocks, the Executive Committee approved the agenda for the June 22, 2007, SANDAG Board of Directors meeting, as revised.
12. **UPCOMING MEETINGS**

The next meeting of the Executive Committee is scheduled for Friday, July 13, 2007, at 9 a.m.

13. **ADJOURNMENT**

Chair Sessom adjourned the meeting at 9:37 a.m.

Attachment: Attendance Sheet
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<th>JURISDICTION</th>
<th>NAME</th>
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<th>ATTENDING</th>
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<td>North County Inland</td>
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<td>Lori Holt Pfeiler, 1st Vice Chair</td>
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<td></td>
<td>City of Poway</td>
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<td>North County Coastal</td>
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<td>South County</td>
<td>City of National City</td>
<td>Ron Morrison</td>
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<td></td>
<td>City of Chula Vista</td>
<td>Cheryl Cox</td>
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<td>East County</td>
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<td></td>
<td>----</td>
<td>Jim Madaffer</td>
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<td></td>
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<td>Toni Atkins</td>
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<tr>
<td>County of San Diego</td>
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<td>Ron Roberts</td>
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<tr>
<td></td>
<td>----</td>
<td>Greg Cox</td>
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<tr>
<td></td>
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<td>Bill Horn</td>
<td>2nd Alternate</td>
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PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR

Introduction

Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review his performance. If the Executive Director’s performance is determined to be satisfactory, the Board of Directors shall adjust his base salary in accordance with the employment agreement provisions. The Chair has reviewed the Executive Director’s performance evaluation for the period July 2006 to June 2007, and recommends that his performance during the past year be determined satisfactory.

In addition, the Chair recommends that the Executive Director be provided a bonus award as is currently available to all staff in the amount of 10 percent based on accomplishment of performance objectives during the past year.

The employment agreement also provides that the Board of Directors use established performance criteria (objectives), as amended from time to time, in the annual review. The Chair has reviewed the Executive Director’s draft performance objectives for the coming year and recommends their approval.

Recommendation

The Executive Committee is asked to recommend that the Board of Directors approve the Executive Director’s Performance Evaluation for the period July 2006 to June 2007 (Attachment 1); and Performance Objectives for the period July 2007 to June 2008 (Attachment 2).

Discussion

The SANDAG Board Chair and Executive Committee have typically reviewed the Executive Director’s annual performance evaluation and his performance objectives for the coming year during a regular Committee meeting. The Board of Directors also considers the annual evaluation and approves the performance objectives during a regular meeting. The Committee may want to discuss whether changes to this traditional process are appropriate in order to allow for greater opportunity for Board member input and discussion during the annual evaluation process.

MARY SESSOM
Chair

Attachments
1. Executive Director Annual Performance Evaluation (July 2006 to June 2007)
2. Executive Director Annual Performance Objectives (July 2007 to June 2008)
Attachments for Agenda Item No. 3 are available in hard copy only.

To obtain a copy of this item
please contact the SANDAG Clerk to the Board at (619) 699-1912.
SANDBAG SERVICE BUREAU: FUNDING FOR BAYSHORE BIKEWAY
ENGINEERING AND PLANNING SERVICES  File Number 7500000

Introduction

In March 2006, the SANDAG Board of Directors adopted the Bayshore Bikeway Plan (Plan). In an effort to facilitate implementation of the Plan, the County of San Diego, at the request of Supervisor Greg Cox, awarded a $200,000 grant to SANDAG to initiate preliminary engineering for a portion of the Plan. In addition, the City of Chula Vista is programming $50,000 in TransNet local program funds, and the City of National City has authorized $17,000 in local gas tax funds for this purpose. There also is a prior $70,000 funding allocation from the County to Chula Vista and National City for this project. This action would authorize the SANDAG Executive Director to contract with the County of San Diego and the cities of National City and Chula Vista to accept the total amount of $267,000 for this purpose and allocate the funds to the SANDAG Service Bureau to contract for engineering and planning services.

Recommendation

The Executive Committee is asked to authorize the Executive Director to contract with the County of San Diego and the cities of National City and Chula Vista to accept funding totaling $267,000 to begin preliminary engineering for a portion of the Bayshore Bikeway Plan.

Discussion

The Bayshore Bikeway Plan describes how the existing bike path on the western and southern edges of San Diego Bay could be extended along the eastern edge to provide a continuous bike path from the City of Coronado to downtown San Diego. The Plan identifies eight segments that could be developed independently as funding becomes available. It also estimates the total project cost at $9.98 million in 2006 dollars.

In an effort to facilitate development of the Plan, Supervisor Cox has requested that SANDAG take the lead in completing preliminary engineering for the portions of the Plan in the cities of Chula Vista and National City. The County of San Diego will provide funding from its Community Projects budget for this work, and Chula Vista and National City have agreed to contribute as well. These funds would support preliminary engineering and environmental analysis for the portion of the bikeway from Main Street in Chula Vista to 8th Street in National City. The objective is to develop the project to a level where it could compete for funding to complete final design and construction. The City of San Diego also is also exploring opportunities to contribute to this phase of the project in order to extend the limits northward.
Developing the Bayshore Bikeway along the east side of the Bay will require the cooperation of a number of jurisdictions and agencies. SANDAG staff will coordinate this project with the cities of Chula Vista, National City, San Diego, and the Port District, the Metropolitan Transit System, the Department of Defense, and other area stakeholders.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Bayshore Bikeway Plan Map

Key Staff Contact: Stephan Vance, (619) 699-19245, sva@sandag.org
Attachment 1

Bayshore Bikeway Plan Map

<table>
<thead>
<tr>
<th>FIGURE</th>
<th>DESCRIPTION</th>
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<tr>
<td>5-1</td>
<td>Key to Bayshore Bikeway Study Segments</td>
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San Diego Association of Governments

EXECUTIVE COMMITTEE

July 13, 2007

AGENDA ITEM NO.: 5

Action Requested: RECOMMEND

INFRASTRUCTURE BOND FUNDING:
TRADE CORRIDORS IMPROVEMENT FUND PROGRAM

File Number 3000900

Introduction

One of the highest priority goals of the SANDAG 2007 Legislative Program is to pursue funding from the statewide infrastructure bond measures to support the implementation of the Regional Transportation Plan (RTP) and Regional Comprehensive Plan. Proposition 1B, approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of more than $19.9 billion of general obligation bonds for various transportation programs.

Proposition 1B includes two new funding programs related to goods movements. The Trade Corridors Improvement Fund (TCIF) will focus infrastructure improvements along trade corridors that accommodate a high volume of freight movements. The Trade Corridor Emissions Reduction program will focus on projects that reduce air pollution related to the movement of goods along California's trade corridors. Status reports on pending bills related to Proposition 1B implementation were provided to the Executive Committee over the past few months. Staff also has been working with the Senate and Assembly leadership on the development of these programs.

Discussion

The TCIF program is a $2 billion statewide program that would be allocated by the California Transportation Commission (CTC). Eligible projects include highway and freight rail system improvements to facilitate goods movement to and from seaports, land ports of entry, and airports, enhancements to port capacity, and border access projects to improve freight movements between California and Mexico. The CTC is required to consult the California Goods Movement Action Plan (GMAP), RTPs, and the Statewide Port Master Plan. With the exception of border access projects, a dollar-for-dollar local match is required.

The CTC has set up the TCIF Work Group to assist in the development of criteria and guidelines for the TCIF program for the Commission's review. Caltrans, the San Diego Regional Economic Development Corporation, and SANDAG have been participating in this working group. The CTC working group has established a timeline to develop a policy framework, criteria, and guidelines for the TCIF program through fall 2007.

Recommendation

The Executive Committee is asked to recommend that the Board of Directors approve the funding strategy (as shown on Table 1) for implementing key regional goods movement projects through the Trade Corridors Improvement Fund program of Proposition 1B.
Recent discussions with the state legislators suggest that TCIF funds may be allocated based on the four goods movement corridors identified in the California GMAP. Projects that facilitate border-related goods movement are unique to the San Diego/Border corridor and are likely to compete favorably among projects throughout California.

Since action on pending legislation may occur prior to the end of July 2007, staff has been working with goods movement stakeholders to develop a draft regional funding strategy that would be ready for submittal to the CTC. Table 1 shows the draft list of TCIF candidate projects, which are part of the San Diego Regional Goods Movement Action Plan approved by the SANDAG Board in September 2006. This table shows four potential funding scenarios for the San Diego region and candidate priority projects under each scenario. A similar strategy was used in the development of candidate projects for the Prop. 1B Corridor Mobility Improvement Account (CMIA) program; under that program, the SANDAG Board approve a range of potential corridor investments that allowed the region to take full advantage of available CMIA funding. Attachment 1 includes a description of these projects, which are highlighted in orange in the map legend included as Attachment 2.

### Table 1 - Prop. 1B Goods Movement Candidate Projects (Draft)

<table>
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<th>Projects</th>
<th>Potential Investment Levels</th>
<th>Project Cost</th>
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<td></td>
<td>$200 Million</td>
<td>$300 Million</td>
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<tr>
<td>Border/ SR 905 (1)</td>
<td>$75</td>
<td></td>
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<tr>
<td>New Border Crossing / SR 11 (2)</td>
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<tr>
<td>Maritime / 32nd Street (3)</td>
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<tr>
<td>Maritime / 10th Avenue (3)</td>
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<td>South Line Rail (4)</td>
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<td>Coastal Rail (5)</td>
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<td><strong>TOTALS</strong></td>
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<td>$100</td>
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</table>

(1) This funding would complete the project.
(2) This investment would provide equity and the remainder would be covered by toll revenues.
(3) Maritime investments would be matched by the Port of San Diego.
(4) This project would be combined with Trolley improvement projects, and the local match would come from TransNet.
(5) This project would be combined with COASTER improvements, and the local match would come from TransNet.
**Next Steps**

Pending the recommendation from the Executive Committee, the Board of Directors will be asked to approve the funding strategy described above at its meeting on July 27, 2007. This strategy would be used as a basis to work with the Legislature and the CTC as guidelines and criteria are developed for future submission of goods movement project applications.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Description of TCIF Candidate Goods Movement Projects
2. TCIF Candidate Projects (Draft) Map

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
DESCRIPTION OF TCIF CANDIDATE GOODS MOVEMENT PROJECTS

**Border/SR 905 ($600M)** – Includes 6-lane east-west freeway between United States-Mexico Port of Entry (POE) at Otay Mesa with interchanges at SR 125, I-805, and I-5.

**New Border Crossing/SR 11 ($500m)** – Includes new United States-Mexico POE at East Otay Mesa and new SR 11, a 4-lane freeway connecting the East Otay Mesa POE to SR 905.

**Maritime/32nd Street ($109m)** – Includes 32nd Street and Harbor Drive Overpass connecting Tenth Avenue Marine Terminal and National City Marine Terminal via Harbor Drive to I-15 at 32nd Street.

**Maritime/National City ($56m)** – Includes terminal wharf and multilevel roll on-roll off cargo storage facilities at the National City Marine Terminal.

**Maritime/10th Avenue ($66m)** – Includes 10th Avenue Overpass and Grade Separation at Cesar Chavez Parkway/Harbor Drive that would connect the Tenth Avenue Marine Terminal to I-15 via Harbor Drive and the 32nd Street Overpass and initial terminal operations improvements.

**South Line Rail ($325m)** – Includes rail, sidings and passing tracks, bridge and bridge rehabilitation, crossovers, yard improvements, computerized train controls, Coronado Line rehabilitation, and improved connectivity to the Mexican rail, port, yards and logistics centers along the South Line between Broadway in San Diego and the United States-Mexico rail border crossing at San Ysidro.

**Coastal Rail ($100m)** – Includes rail, sidings and passing tracks, and bridges to provide the equivalent of double-tracking along the Coastal Corridor between downtown San Diego and the Orange County Line.
Goods Movement Action Plan
TCIF Candidate Projects (Draft)

San Diego Region

1 Air Cargo

Border
2 SR 905
3 SR 11/New Border Crossing

Maritime
4 Includes Ground Access Improvements

Pipeline
5

Rail
6 Coastal/SPRINTER
6A High Speed Rail/Inland
7 South/MEX
7A Desert

Road/Managed Lanes
8 I-5
9 I-15
10 I-805
11 SR 94/125, I-8
12 SR 125/Toll
13 SR 54/125/52/67/94 Outer Loop

Projects

<table>
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<tr>
<th>Project Locations</th>
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<tbody>
<tr>
<td>Logistics Center/Yard</td>
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<tr>
<td>Coastal/SPRINTER</td>
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<tr>
<td>South/Trolley/Mexico/Desert</td>
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</table>

Concepts

| Potential High Speed Rail/Inland |
| SR 54/125/52/67/94 Outer Loop |

Goods Movement Improvement Program
San Diego Region

Air Cargo - ($143 Million)
Border
SR 905 - ($494 Million)
SR 11/New Border Crossing - ($234 Million)
Maritime
Includes Ground Access Improvements
Pipeline - ($846 Million)
Rail
Coastal/SPRINTER - ($972 Million)
High Speed Rail/Inland - ($815 Million)
South/MEX/Desert
Road/Managed Lanes
I-5 - ($1,574 Million)
I-15 - ($1,481 Million)
I-805 - ($1,801 Million)
SR 94/125, I-8 - ($235 Million)
SR 125/Toll - ($849 Million)
SR 54/125/52/67/94 Outer Loop - ($798 Million)

July 2007
SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY REFORM ACT OF 2007

** REVISED **

AGENDA ITEM NO.: 6

Action Requested: DISCUSSION/POSSIBLE ACTION

SENATE BILL 10: SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY REFORM ACT OF 2007

Introduction

Senate Bill 10 (SB 10), the San Diego County Regional Airport Authority Reform Act of 2007, outlines the airport-related land use and transportation planning responsibilities of the Airport Authority (Authority) and SANDAG, and calls for restructuring of the Authority board of directors. The bill was introduced by Senator Christine Kehoe (D-39th District) and principally co-authored by Assemblymember George Plescia (R-75th District). Additional co-authors include Senators Denise Ducheny and Dennis Hollingsworth and Assemblymembers Mary Salas and Lori Saldaña.

Thus far the Executive Committee and Board of Directors have refrained from taking a position on SB 10 and instead directed staff to work with Senator Kehoe and others on the bill. Since May, SANDAG Board members and staff have continued to meet with Authority Board members and staff and Senator Kehoe’s staff to discuss potential amendments to SB 10.

On June 19, 2007, significant amendments to SB 10 were made in the Assembly. Minor technical corrections to the bill were recently made on July 2, 2007. As amended, SB 10 currently incorporates many of the provisions discussed earlier by the Executive Committee and Board, including ensuring that changes to the Authority’s governance structure results in appropriate representation of the City of San Diego, County of San Diego, and the four subregions; the need for better integration of air and multimodal transportation planning; and connecting air and multimodal transportation plans into the Regional Transportation and Comprehensive Plans. This report summarizes the current status of the bill and remaining issues to be addressed.

Discussion

Airport Land Use Compatibility Planning

Under the amended version of SB 10, the Authority would retain airport land use compatibility planning responsibilities. As the Airport Land Use Commission, the Authority would continue to be responsible for the preparation, adoption, and amendments to Airport Land Use Compatibility Plans (ALUCPs) for each of the airports within San Diego County. The bill also requires the Authority to engage in a public collaborative planning process when preparing and updating the ALUCPs.

Following adoption of the first Airport Multimodal Accessibility Plan (described below), the Authority would be required to submit ALUCPs to SANDAG for review prior to adoption of the compatibility plans. The SANDAG Board would be required to review an ALUCP for compatibility with the Airport Multimodal Accessibility Plan. In the event SANDAG finds an ALUCP incompatible with the Airport Multimodal Accessibility Plan, it will return the plan to the Authority with findings,
and the Authority will make the necessary modifications to the ALUCP and resubmit it to SANDAG for another compatibility review.

**New Aviation and Surface Transportation Planning Responsibilities**

As amended, SB 10 defines the responsibilities of SANDAG and the Authority in the preparation of a Regional Aviation Strategic Plan (RASP) and Airport Multimodal Accessibility Plan (AMAP). Summarized provisions of the language in SB 10 follows.

- On or before June 30, 2008, SANDAG and the Authority shall enter into an agreement for the coordination of responsibilities for the adoption of and updates to the RASP and AMAP. The agreement shall include provisions for coordination and timing of the plans and coordination of efforts to obtain funding from outside sources and equitable allocation of funding responsibility for the AMAP.

**Preparation of Regional Aviation Strategic Plan**

- The Authority shall be responsible for preparing a RASP, and shall seek review and comment from SANDAG regarding the scope and content of the plan. Elements of the RASP shall include forecasts of air passenger and air cargo demand, identification of existing airport capacities, strategies and facilities required to accommodate additional demand as it relates to air transportation and ground access systems, a financial strategy, and other elements, as needed. The RASP also shall incorporate the master plans and ALUCPs for the airports in San Diego County, and the Authority shall consider interregional aviation plans from bordering regions during the preparation of the RASP.

- During the preparation of the RASP, the Authority shall consult with the civilian and military airport operators of the region, appropriate state and federal agencies, airport operators in adjacent regions, and the 18 cities and County, and the public, and shall undertake a public participation process.

- A draft of the RASP and its recommendations shall be circulated for review and comment to SANDAG, airport operators in the region, to cities in which an airport is located, and to the County of San Diego. The first RASP shall be adopted by December 31, 2010.

- Upon adoption of the RASP, the Authority shall submit the plan to SANDAG. The current version of SB 10 also includes the following language regarding the RASP in Section 132358 (j), “The plan [RASP] shall serve as the basis of the multimodal surface transportation accessibility plan [AMAP].” SANDAG staff has proposed striking this language in the next amendments to SB 10. It conflicts with the provisions in the bill that state that the Regional Comprehensive Plan (RCP) should set the framework for changes to the Regional Transportation Plan (RTP), RASP, and AMAP. Staff believes the RASP should be used by SANDAG as a “component” rather than “the basis” of the AMAP.

**Preparation of Airport Multimodal Accessibility Plan**

- SANDAG shall be responsible for preparing an AMAP by June 30, 2013. Elements of the AMAP shall include identification of multimodal transportation investments to improve access to airports in San Diego County and to airports in adjacent counties (if appropriate), a program of investments (projects) and anticipated schedule for development of the program of projects, a financial element, and other elements as needed. Staff recommends modifying the deadline for the first AMAP to December 31, 2013 to allow more time for completion of the plan.
• During preparation of the AMAP, SANDAG shall undertake a public outreach process, and shall consult with the Authority, the 18 cities and County, transit operators, Caltrans, and airport operators within the region and in adjacent regions.

• In preparing the AMAP, SANDAG shall consider the RASP, airport master plans, general plans and their circulation elements of the 18 cities and County, plans of transit operators, Caltrans highway plans and programs, plans of the California High Speed Rail Authority, interregional aviation and rail plans from bordering regions, and other pertinent plans.

• Six months prior to the adoption of the AMAP, SANDAG shall circulate the draft plan and its recommendations for review and comment to the Authority, airport operators, the cities in which an airport is located, San Diego County, Caltrans, airport tenants, and other interested parties.

• The current version of SB 10 includes the following language in Section 132359 (h), “When the RASP is updated, the AMAP shall be updated to incorporate any material changes made to the RASP.” Staff proposes striking the language and replacing it with the following, “The RASP shall be reviewed no less often than every five years and shall be updated as necessary to comply with Section 132360.2.” Section 132360.2 states that the RCP, RTP, AMAP, and RASP should be compatible and that the RCP should set the framework for changes to the various underlying plans.

Recent discussions among SANDAG and Authority Board members and planning staffs have focused on the need to undertake a comprehensive regional air/rail network plan to address the region’s aviation needs to 2030 and beyond. This plan would identify ways to efficiently utilize airports in the San Diego region and surrounding areas and include consideration of rail facilities.

The AMAP is broadly defined in SB 10 and is not inconsistent with a preparation of more specific regional air/rail network plan. However, the Executive Committee may want to consider recommending amendments to Section 132359 (d) to read, “The elements of the AMAP shall include the following: (1) The identification of multimodal transportation investments that will improve the surface transportation access to airports in San Diego County and to airports in adjacent other counties, if appropriate.”

**Changes to Airport Authority Governance Structure**

Most of the remaining provisions of SB 10 concern restructuring of the Authority’s Board and redefining the characteristics of the Authority. Currently, the bill requires dissolution of the Authority’s Board and replacement of it with a new nine-member board of directors appointed by January 31, 2009, and consisting of:

• One city council member or resident from the east county cities (El Cajon, La Mesa, Lemon Grove, and Santee) appointed by the mayors of those cities.

• One city council member or resident from the north county coastal cities (Carlsbad, Del Mar, Encinitas, Oceanside, and Solana Beach) appointed by the mayors of those cities.

• One city council member or resident from the north county inland cities (Escondido, Poway, San Marcos, and Vista) appointed by the mayors of those cities.

• One city council member or resident from the south county cities (Chula Vista, Coronado, Imperial Beach, La Mesa, Lemon Grove, and National City) appointed by the mayors of those cities.
• Three representatives of the City of San Diego (the mayor, council members, and/or residents) appointed by the Mayor of the City of San Diego. Two of these three representatives shall be subject to confirmation by the San Diego City Council. At least one of the City's representatives shall be an elected official.

• Two representatives of the County of San Diego (members of the County Board of Supervisors and/or residents) appointed by the Chair of the Board of Supervisors and subject to confirmation by the Board of Supervisors. At least one of the County's representatives shall be an elected official.

• The San Diego Mayor shall appoint the Authority board chair from among its nine members.

• The current bill provides that new board terms would be staggered, two-year terms (with no term limits). Future bill amendments would include three-year terms for new board members, and the current Authority Board would be staggered off in groups of three. This would allow new board members to be phased in gradually and would allow the current board to complete its work on the ALUCP and master plans, in order to minimize disruption to the planning process.

Other key governance provisions include:

• Nonvoting, ex officio members shall include the Caltrans District 11 Director and the Department of Finance representative on the State Lands Commission. The Authority may provide for additional nonvoting members of the board of directors.

• The Authority shall have a three-person executive committee consisting of one board member from the City of San Diego, one from the County, and one from among the four subregions.

• Compensation of voting members would be $200 per day of service with a maximum of six days of service a month. The Authority chair would receive an additional $500 per month. By two-thirds vote, the Authority Board may modify the compensation amount.

Additional amendments to SB 10 under discussion include:

• Addition of provisions that would require actions to be subject to a both a tally and weighted vote of the nine-member Authority Board, similar to the voting provisions of SANDAG.

• Additional language providing when a supermajority (two-thirds) vote of the Authority Board would be applicable.

KIM KAWADA
Policy and Legislative Affairs Program Manager

Attachment: 1. Proposed Amendments to SB 10

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Julie D. Wiley, (619) 699-6966, jwi@sandag.org
Proposed Amendments to SB 10

Strategic Plan and Airport Multimodal Accessibility Plan

132357. On or before June 30, 2008, the San Diego County Regional Airport Authority and the consolidated agency shall enter into an agreement for the coordination of responsibilities for the adoption of, and updates to, the regional aviation strategic plan and the airport multimodal accessibility plan for San Diego County pursuant to this article. The agreement shall include provisions for coordination and timing of the preparation and maintenance of the plans. The agreement shall also provide for coordination of efforts to obtain funding from outside sources and equitable allocation of funding responsibilities for the airport multimodal accessibility plan.

132358. (a) The San Diego County Regional Airport Authority shall prepare a regional aviation strategic plan with the objective of identifying workable strategies to improve the performance of the San Diego County regional airport system.
   (b) The San Diego County Regional Airport Authority shall seek review and comment from the consolidated agency regarding the scope and content of the regional aviation strategic plan.
   (c) The elements of the regional aviation strategic plan shall include the following:
      (1) A forecast of air passenger and air cargo demand in San Diego County.
      (2) Identification of the existing capacity of the airports in the county for commercial and general aviation.
      (3) Identification of the strategies and facilities required to accommodate additional demand both as it relates to the air transportation system and the ground access system.
      (4) A financial strategy that estimates, over the life of the plan, the amount of funding that can be expected and the likely sources for the funding. The financial strategy shall include a program of investments supported by the expected revenues and estimated schedule of their implementation.
      (5) Other elements that further the development of the regional aviation strategic plan.
   (d) The regional aviation strategic plan shall incorporate the master plans and airport land use compatibility plans for the airports in San Diego County.
   (e) During the preparation of the regional aviation strategic plan, the San Diego County Regional Airport Authority shall take into consideration the interregional aviation plans from the regions bordering San Diego County.
   (f) During the preparation of the regional aviation strategic plan, the San Diego County Regional Airport Authority shall consult with all of the following:
      (1) Civilian and military airport operators in San Diego County.
      (2) Appropriate state and federal agencies.
      (3) Airport operators in regions adjacent to San Diego County.
      (4) The cities in San Diego County.
      (5) San Diego County.
      (6) The consolidated agency.
      (7) The public through a public outreach process.
(g) The San Diego County Regional Airport Authority, in consultation with the consolidated agency, shall undertake and complete a public outreach process to aid in the preparation of the regional aviation strategic plan. The outreach process shall employ a procedure that includes a method of addressing and responding to recommendations made by the public.

(h) A draft of the regional aviation strategic plan and its recommendations shall be circulated for review and comment to the consolidated agency, the civilian and military airport operators in the county, to cities in which an airport is located, and to San Diego County.

(i) The first regional aviation strategic plan shall be adopted by December 31, 2010.

(j) Upon adoption of the regional aviation strategic plan, the San Diego County Regional Airport Authority shall submit the plan to the consolidated agency. The plan shall serve as the basis of the multimodal surface transportation accessibility plan.

132359. (a) The consolidated agency shall prepare and adopt a multimodal surface transportation accessibility plan for airports in San Diego County (airport multimodal accessibility plan) by December 31, 2013. The airport multimodal accessibility plan should be updated as necessary for the consolidated agency to comply with Section 132360.2.

(b) The airport multimodal accessibility plan shall be prepared in consultation with the San Diego County Regional Airport Authority, San Diego County, the 18 cities within San Diego County, the transit operators within San Diego County, the Department of Transportation, the civilian and military airport operators within San Diego County, and airport operators in regions adjacent to San Diego County.

(c) The consolidated agency, in consultation with the San Diego County Regional Airport Authority, shall undertake and complete a public outreach process by June 30, 2013, to aid in the preparation of the airport multimodal accessibility plan. The outreach process shall employ a procedure that includes a method of addressing and responding to recommendations made by the public.

(d) The elements of the airport multimodal accessibility plan shall include the following:

1. The identification of multimodal transportation investments that will improve the surface transportation access to the airports in San Diego County and airports in adjacent counties, if appropriate. The investments may include improvements that increase capacity through the construction of new facilities, or modification to existing facilities, and investments in operational improvements that enhance the carrying capacity of existing facilities.

2. A program of investments and the anticipated schedule for the development of the projects that comprise the program.

3. A financial element that estimates for the period of the plan the amount of funding that can be expected, the likely revenue sources from which the funding will be derived, and the program of investments supported by the expected revenue. The financial element shall also contain recommendations for allocation of funds. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action.

4. Other elements that further the development of the multimodal surface transportation accessibility plan.

(e) In preparing the airport multimodal accessibility plan, the consolidated agency shall consider the following:
(1) The regional aviation strategic plan prepared by the San Diego County Regional Airport Authority.

(2) The airport master plans of the civilian and military airport operators in the county.

(3) The general plans and their circulation element of the cities within San Diego County and San Diego County.

(4) The transit plans of the transit operators in San Diego County.

(5) The highway system improvement plans and programs of the Department of Transportation.

(6) The intercity passenger rail plans of the California High-Speed Rail Authority.

(7) The interregional aviation and rail plans from the regions bordering San Diego County.

(8) Other pertinent plans.

(f) Six months prior to the adoption of the airport multimodal accessibility plan, the consolidated agency shall circulate for review and comment the draft plan and its proposed recommendations to the San Diego County Regional Airport Authority, the operators of the remaining civilian and military airports in San Diego County, the cities in which an airport is located, San Diego County, the Department of Transportation, representatives of the tenants of the airports, and other interested parties.

(g) Following adoption of the first airport multimodal accessibility plan, the San Diego County Regional Airport Authority shall submit updated airport land use compatibility plans to the consolidated agency for review prior to adoption of the revised airport land use compatibility plan by the San Diego County Regional Airport Authority. The board of directors of the consolidated agency shall review proposed airport land use compatibility plans and updates to the plans submitted by the San Diego County Regional Airport Authority and make a determination as to their compatibility with the airport multimodal accessibility plan. In the event the consolidated agency finds that the plans are incompatible with the airport multimodal accessibility plan, the consolidated agency shall return the plan to the San Diego County Regional Airport Authority with its findings. The San Diego County Regional Airport Authority shall make any necessary modifications to achieve compatibility and resubmit the plan to the consolidated agency for another compatibility review.

(h) When the regional aviation strategic plan is updated, the airport multimodal accessibility plan shall be updated to incorporate any material changes made to the regional aviation strategic plan. The regional aviation strategic plan shall be reviewed no less often than every five years and shall be updated as necessary to comply with Section 132360.2.

(i) The airport multimodal accessibility plan shall not limit the authority granted to the San Diego County Regional Airport Authority in subdivision (a) of Section 170048.

SEC. 4. Section 132360.2 of the Public Utilities Code is amended to read:

132360.2. The regional transportation plan, the regional aviation strategic plan, the airport multimodal accessibility plan, and the regional comprehensive plan should be compatible. The regional comprehensive plan should set the framework for the type of changes upon which subsequent regional transportation plans, regional aviation strategic plans, and airport multimodal accessibility plans should focus.
LEGISLATIVE STATUS REPORT: SENATE BILL 375

Introduction

At its May 11, 2007, meeting, the Executive Committee discussed Senate Bill (SB) 375, a bill introduced by Senator Darrell Steinberg (D-Sacramento) and co-sponsored by the California League of Conservation Voters and the Natural Resources Defense Council. At that time, the Committee directed staff to continue to monitor the bill and to work with the League of California Cities and others on possible amendments.

Since the May, substantial amendments have been made to SB 375. As currently amended, the bill’s provisions regarding the preferred growth scenario (PGS) and significant resource areas are problematic. As further discussed below, these provisions would require SANDAG, in its roles as the metropolitan planning organization (MPO) and regional transportation planning agency (RTPA), to make certain land use findings concerning transportation and development projects in designated areas.

The Assembly Transportation Committee approved SB 375 on July 9, 2007. The bill is scheduled for its next hearing in the Assembly Appropriations Committee. Given the rapid movement this bill is making through the legislative process, staff recommends that the Executive Committee consider a possible position at this time.

Discussion

As currently amended, the main components of the SB 375 include:

- Requires the California Transportation Commission by April 1, 2008, to adopt guidelines for travel demand models that meet certain requirements.

- Requires that regional transportation plans (RTPs) contain a PGS that meets reductions in carbon dioxide emissions by 2020 and 2035 as provided by the California Air Resources Board (CARB). In the event that the PGS does not reach the targets, requires the MPO/RTPA to submit a supplement that includes ideas for how the targets could be reached.

- Requires that future regional transportation improvement program (RTIP) projects be consistent with the PGS, but “grandfathers” in transportation projects that are programmed prior to 2012, if they are contained in the 2006 or 2008 federal TIPs or are funded by Proposition 1B.

Recommendation

The Executive Committee is asked to consider a possible “Oppose unless Amended” position on Senate Bill 375.
Provides for a streamlined California Environmental Quality Act (CEQA) process for projects that are located within jurisdictions whose general plans are consistent with a PGS and that meet specified requirements.

**Preferred Growth Scenario and Significant Resource Areas**

If passed, SB 375 would amend Government Code Section 65080(b)(2)(A) to require RTPs to include a PGS that:

a. Identifies areas within the region that are sufficient to house all the population of the region for all income categories over the course of the planning period;

b. Identifies a transportation network to service the transportation needs of the region;

c. Identifies significant resource areas and significant farmland, and excludes from development significant resources areas, which are defined as (1) all publicly-owned parks and open space; (2) open space or habitat areas protected by natural community conservation plans, habitat conservation plan (HCPs), or other adopted natural resource protection plans; (3) lands subject to conservation or agricultural easements or Williamson Act contracts; (4) areas designated for open space uses in adopted open space elements of local general plans or by local ordinance; (5) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies and acts; (6) habitat blocks, linkages, or watershed units that protect regional populations of native species; and (7) floodplains; and

d. Allows the RTP to comply with specified provisions of the federal Clean Air Act.

SB 375 requires the PGS that is contained in the RTP to exclude from development “significant resource areas,” as would be defined in subdivision (a) of Government Code Section 65086.6. The definition of these areas is broadly written, and the specific provisions about endangered plant or animal species habitat, habitat blocks, linkages, or watershed units, and floodplains, may go beyond what is identified for land conservation in adopted HCPs in the San Diego region, such as the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP), and locally adopted general plans. Under these provisions, SANDAG as the MPO/RTPA would be put in the position of either excluding land and transportation development in these areas (through the PGS), or making the following land use findings in order to allow development in these areas.

a. That the area is adjacent to urbanized areas or located on infill sites;

b. That the area is served by necessary utilities;

c. That there is no feasible alternative to identifying the area as a development area;

d. That the loss of resource area will be fully mitigated; and

e. That the land is efficiently used with a minimum of 10 units per acre.

Language in SB 375 provides that the PGS does not regulate the use of land, nor shall it be subject to any state review or approval. The bill also states that nothing in a PGS shall be interpreted as superseding or interfering with the exercise of the land use authority of cities and counties within the region. However, staff believes that the provisions regarding the PGS and significant resource lands would, in fact, place certain land use planning and regulatory responsibilities on SANDAG that could conflict with the local land use authority of the 18 cities and County.
Proposed Amendments

Staff recommends that SANDAG seek amendments to SB 375 that exempt MPOs in areas covered by adopted HCPs (per the Natural Communities Conservation Planning Act) from the provisions of the bill concerning sensitive resource areas. This includes striking the provisions requiring regional agencies such as SANDAG to make land use findings concerning areas suitable for development.

As currently written, the bill would require the PGS to identify areas within the region that are sufficient to house all the population of the region for all income categories. Staff recommends that this provision be modified to recognize cross-border commuting trends that are prevalent between this region and adjacent regions (e.g., Mexico, Riverside County).

SB 375 also requires that projects in future RTIPs be consistent with the PGS, but it “grandfathers” in projects that are programmed prior to 2012, if they are contained in the 2006 or 2008 federal TIPs or are funded by Proposition 1B. Staff recommends seeking amendments that also would grandfather in projects in adopted local transportation sales tax measures such as TransNet.

Registered Support and Opposition

The California League of Conservation Voters and Natural Resources Defense Council are the bill’s co-sponsors. Other supporters of the bill include a variety of environmental groups and some of the major MPOs/RTPAs, including the Southern California Association of Governments and Metropolitan Transportation Commission. The Sacramento Council of Governments and the California Association of Councils of Governments are on record as supporting the bill in concept.

The League of California Cities and the California State Association of Counties have positions of oppose unless amended. Others in opposition include the County of San Diego, various building and construction trade organizations, and several RTPAs, including Contra Costa Transportation Authority, Orange County Transportation Authority, and Riverside County Transportation Commission.

Summary

The overarching goals of SB 375 to provide better linkages between land use and transportation planning in order to address climate change, and to provide incentives for local land use changes, are consistent with approach taken by SANDAG in our Regional Comprehensive Plan (RCP). RCP implementation efforts such as the Smart Growth Concept Map, regional energy planning efforts funded by the recent California Energy Commission grants, and SANDAG HCPs, typify the kind of integrated planning that SB 375 intends to accomplish.

However, the success of the RCP blueprint efforts to date has better connected regional and local land use plans through collaboration and incentives. As currently written, SB 375 mandates a more prescriptive means for developing growth scenarios, and does not allow for the kind of flexibility and “buy in” that will enable successful implementation of the RCP.

KIM KAWADA
Policy and Legislative Affairs Program Manager

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Bob Leiter, (619) 699-6980, bple@sandag.org
REVIEW OF JULY 27, 2007, DRAFT BOARD AGENDA

+1. APPROVAL OF MEETING MINUTES

A. JUNE 8, 2007, POLICY MEETING MINUTES
B. JUNE 22, 2007, 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 Borders Committee on June 22, the Executive Committee on July 13, and the Transportation and Public Safety Committees on July 20, 2007.

CONSENT ITEMS (4 through XX)

+4. FY 2008 ANNUAL ANTICIPATED DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION LEVEL (Elaine Richardson)*

SANDAG has an established Disadvantaged Business Enterprise (DBE) program, including an Annual Anticipated DBE Participation Level plan developed and maintained in accordance with regulations of the U.S. Department of Transportation. The Board of Directors is asked to approve the release the FY 2008 Annual Anticipated DBE Participation Level for a 45-day public comment period.

+5. RIDESHARE WEEK PROCLAMATION (Thomas Bruccoleri)

SANDAG administers the regional transportation demand management program known as RideLink. This innovative program provides cost-effective alternatives
to driving alone during rush hours. SANDAG annually sponsors “Rideshare Week” to create public awareness of alternatives to solo commuting and to reduce peak period congestion. The Board of Directors is asked to approve Resolution No. 2007-__ proclaiming October 1-5, 2007, as the annual Rideshare Week.

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

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board meeting.

+7. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG

Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

8. 

9. 

CHAIR’S REPORTS (10 through XX)

10. RECOGNITION OF OUTGOING TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE CHAIR MARYAM BABAKI*

The Chair will recognize Maryam Babaki for her leadership and contributions as a member of the Independent Taxpayer Oversight Committee (ITOC) from May 2005 to June 2007. Ms. Babaki served as ITOC Chair from February 2006 through June 2007.

11. CITY OF TIJUANA PERSPECTIVE ON INTERNATIONAL BORDER CROSSINGS (Tijuana Mayor Kurt Honold)

Tijuana Mayor Kurt Honold will present the city’s perspective on the international border crossings at San Ysidro – Puerta Mexico and Otay Mesa – Mesa de Otay. San Ysidro is the busiest border crossing in the world, and Otay Mesa is the busiest commercial border crossing between California and Baja California. Plans for the region’s third border crossing at East Otay Mesa are underway by both the United States and Mexico.
Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review his performance. If the Executive Director’s performance is determined to be satisfactory, the Board of Directors shall adjust his base salary in accordance with the employment agreement provisions. The Executive Committee recommends that the Board of Directors approve: (1) the Executive Director’s performance evaluation for the period July 2006 to June 2007; and (2) performance objectives for the upcoming year (July 2007 to June 2008).
+18. **SENATE BILL 10: AIRPORT AUTHORITY REFORM ACT OF 2007**  
(Kim Kawada/Julie Wiley)  

DISCUSSION/POSSIBLE ACTION

SANDAG has continued to work with Senator Christine Kehoe, San Diego County Regional Airport Authority, City of San Diego, and others on Senate Bill (SB) 10, the San Diego County Regional Airport Authority Reform Act of 2007. The Board is asked to discuss SB 10, including proposed amendments, and consider a possible position on the bill.

+19. **PROPOSED AMENDMENTS TO BYLAWS AND BOARD POLICIES**  
(Julie Wiley)  

APPROVE

The need for updates to the SANDAG Bylaws and Board Policy Nos. 002 and 004 has arisen since the annual updates in December 2006. The Executive Committee recommends approval of the proposed amendments.

+20. **SAN DIEGO REGIONAL ECONOMIC PROSPERITY STRATEGY**  
(Coronado Councilmember Phil Monroe and Julie Meier-Wright, REPS Co-Chairs)  

INFORMATION

The Regional Economic Prosperity Strategy (REPS) is an element of the SANDAG Regional Comprehensive Plan. The draft 2007 update is titled *Preparing for Regional and Global Collaboration* and contains two volumes: *Evaluating the Competition and Assessing our Strategic Position* (Volume II) and *San Diego Regional Economic Prosperity Strategy* (Volume I). Previous prosperity strategies tracked San Diego’s progress through the economic restructuring of the mid- to late 1990s. The 2007 draft REPS focuses on defining and analyzing the region’s current challenges and outlining strategies to improve San Diego’s economic performance. Staff will provide an overview of the 2007 draft.

21.

22.

23. **UPCOMING MEETINGS**

The regularly scheduled August 10 Board Policy and August 24 Board Business meetings have been cancelled. The next Board Policy meeting is scheduled for Friday, September 14, 2007, at 10 a.m. The next Board Business meeting of the SANDAG Board of Directors is scheduled for Friday, September 28, 2007, at 9 a.m.

24. **ADJOURNMENT**

+ next to an agenda item indicates an attachment

* next to an agenda item indicates a San Diego Regional Transportation Commission item
Goods Movement

TCIF Candidate Projects (Draft)

- Air Cargo
- Border
  - SR 94/S
  - SR 77/New Border Crossing
- Maritime
  - Includes Ground Access Improvements
- Pipeline
- Rail
  - Coastal/SPRINTER
  - High Speed Rail/Inland
  - South/MEX
  - Desert
- Road/Managed Lanes
  - I-5
  - I-15
  - I-805
  - SR 54/125, I-8
  - SR 125/Si
  - SR 54/125/26/91/94 Truck Lane
### Prop. 1B Goods Movement Candidate Projects (Draft)

<table>
<thead>
<tr>
<th>PROJECTS</th>
<th>POTENTIAL INVESTMENT LEVELS</th>
<th>PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$200 MILLION</td>
<td>$300 MILLION</td>
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<tr>
<td>Border/ SR 905 (1)</td>
<td>$75</td>
<td></td>
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<tr>
<td>New Border Crossing / SR 11 (2)</td>
<td>$75</td>
<td></td>
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<tr>
<td>Maritime / 32nd Street (3)</td>
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<td></td>
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<tr>
<td>Maritime / National City (3)</td>
<td>$28</td>
<td></td>
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<tr>
<td>Maritime / 10th Avenue (3)</td>
<td>$33</td>
<td></td>
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<tr>
<td>South Line Rail (4)</td>
<td>$39 $100</td>
<td>$11</td>
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<tr>
<td>Coastal Rail (5)</td>
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<tr>
<td>TOTALS</td>
<td>$200 $100</td>
<td>$100 $11</td>
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</tbody>
</table>

(1) This funding would complete the project.
(2) This investment would provide equity and the remainder would be covered by toll revenues.
(3) Maritime investments would be matched by the Port of San Diego.
(4) This project would be combined with Trolley improvement projects, and the local match would come from TransNet.
(5) This project would be combined with COASTER improvements, and the local match would come from TransNet.
League Takes Position on SB 375

On Monday, July 9, SB 375 (Steinberg) passed out of the Assembly Transportation Committee, headed for Assembly Appropriations, where the committee will focus on fiscal impacts. Prior to Monday’s hearing, the League Board’s Executive Committee reluctantly took an Oppose, Unless Amended position in order for the League to be on record during the bill’s last policy hearing.

The League has been supportive of the intent of the bill, as stated by its author and sponsors, to align transportation funds with regional strategies designed to reduce reliance on automotive use and vehicle miles traveled to assist in achieving greenhouse gas reduction goals established by last year’s AB 32 (Nunez). Therefore, since the time that the bill was first amended into print on April 17, the League took a “go slow” approach while we worked to ensure that city concerns would be addressed, including:

1) To ensure that nothing in this bill directly or indirectly undercuts local land use authority when a regional agency develops and adopts a “preferred growth scenario” to reduce greenhouse gas emissions from vehicles. The bill says “nothing in a preferred growth scenario shall be interpreted as superseding or interfering with the exercise of the land use authority of cities and counties within the region.” Does this provide adequate assurances that local land use authority is protected?

2) To ensure that any role of regional transportation planning agencies in adopting approaches – and allocating funding – to projects supporting greenhouse gas reductions reflects a “bottoms up” process with full participation and agreement of participating cities and counties.

3) To ensure that if regional targets for emissions reductions are established by CARB, that those targets are not excessive or arbitrary, but are realistic and established as part of a collaborative process involving local governments, transportation agencies, the business sector and other stakeholders with knowledge and experience in land use and transportation policy.

4) To ensure that the bill’s provisions that exclude certain lands (e.g., parks, open space, lands subject to conservation or agricultural easements) from a regional “preferred growth scenario” adopted by regional transportation planning agencies do not infringe on local land use powers.

5) To ensure that remaining vagueness in the bill’s language is removed to protect local governments in advance of future litigation.

Cities Need to Take a Close Look at this Bill: Cities are urged to take a closer look at SB 375. The bill will be heard next in Assembly Appropriations, likely in late August, after the Legislature’s summer break. If the budget is not passed, and the Legislature remains in town, it could be earlier.

The League will continue efforts to secure amendments addressing these and other issues. We continue to believe that reasonable steps can be taken to ensure progress on the climate change issue. Concerns remain about the bill language and its potential effects and implications. It is important for cities to be aware of this measure and prepared to react quickly if our efforts are unsuccessful.
Top ten areas and issues within SB 375 (Steinberg), (June 27 version) that deserve significant scrutiny:

1) Page 8, lines 12-30. This language requires mandatory “preferred growth scenarios” which are much different than the voluntary blueprint process locals are familiar with.

2) Page 8, line 21. The Legislature is “excluding” specific categories of land from “development areas.” This language will have many effects on local government.

3) Page 15, lines 30-40, and Page 16, lines 1-13. These definitions are wide ranging and will no doubt affect many parcels of land. Much litigation can be expected in the future over what these words mean. “Floodplains” is an example.

4) Page 10, lines 1-12. These findings will likely be impossible to make in many instances. In a typical region, given the vagueness of the definitions, it may require these findings to be made on hundreds of parcels. Environmental groups and NIMBYs can be expected to challenge all of these findings in the EIR completed on the regional transportation plan. Count on political gridlock and transportation dollars being held up in lawsuits.

5) Page 19, line 30. “Implementation” is a stick-based word rather than a carrot. That combined with the consistency with the preferred growth scenario language on Page 20, lines 1-17 should make all local governments wary. This language may expose them to future CEQA lawsuits on their general plan or at a minimum serve as the statutory template for legislation to require all general plans to comply with the preferred growth scenario.

6) Page 9, lines 8-13. This language is extremely curious. This language relates to authority of the ARB, not transportation agencies. Yet, the language describes unclear “data” to be provided by the board, and what a preferred growth scenario is and mentions establishing “measures” to reduce emissions. This language could be interpreted as broadening the authority of the ARB to dictate to transportation agencies the “measures” they want to have included to ensure emissions reductions.

7) Page 8, lines 31-40. One of the worst things that could occur for local agencies is to have the ARB establish targets that are arbitrary and have no basis in what can realistically be achieved. Major revisions to this language are needed to ensure that any targets are truly the result of a collaborative process with a broad group of stakeholders, not something rushed through after one public workshop.

8) Page 5, lines 29-34. “Corridor planning” and “small area planning” are not defined, nor is the intent of this “report.” This section needs to be clarified so that everyone knows exactly what this means and how it will be used, or it should be dropped. The related language on page 14, lines 4-10, should give pause. How is this bill intended to affect corridors of statewide or regional priority, such as high speed rail, planned regional bypasses, road widening projects, etc.? With ARB, CEQA, mandatory preferred growth scenarios, etc, in the bill, there are too many moving pieces.

9) Page 5, line 11. This language appears to characterize passenger rail expansion as “growth inducing” and as a bad thing. This seems to be counter to the stated intent of the bill of emissions reduction and reducing reliance on the automobile.

10) Page 4, line 36. These guidelines, which really are regulations for the major agencies (Page 5, lines 23-26) lack clarity as to their purpose and should not be rushed through two workshops by April 1, 2008.
Second Vice Chair Stocks said that from his perspective, the Retreat was the appropriate place to have that discussion. The questions are: Do we want to deal with these issues? As there is no direct source of funding, do we want to look at potential local funding sources? What is there support for? He is not concluding that we need new taxes to pay for these items. However, we as local jurisdictions (and co-permittees) all realize that we are facing a number of stormwater management issues, not the least of which is financial. The County of San Diego is the lead co-permittee. Perhaps as co-permittees we should discuss how this can be handled at the state level.

Second Vice Chair Stocks asked about future potential studies. At one point, there was an actual railroad platform at the Del Mar Fairgrounds. He wondered if anyone has studied putting that back in service. This would provide a station to serve the fairgrounds during the fair and horse racing seasons, and extra trains could be operated for these special events. During these two seasons, I-5 is really congested. He suggested that perhaps the Del Mar Thoroughbred Club could help pay for a study.

Mr. Gallegos said that the last time we looked at that issue the discussion was focused on where to build a regional transit center. The City of Del Mar did not want it, and it was eventually built in Solana Beach.

Second Vice Chair Stocks noted that was for the commuter rail service, which is different from what he is suggesting. There may be opportunity for additional weekend trains to serve special events that clog up I-5. If no prior study has been done, he would like staff to consider how to explore that in the future.

First Vice Chair Pfeiler agreed it would be worthwhile to see what has been done to date. There was a discussion about the issue when she was a member of the North County Transit District (NCTD) Board; however, she didn’t recall if a study was done at that time (1994).

Jack Boda, Director of Mobility Management and Project Implementation, said that it would be easy to put a station in that location from an engineering standpoint, but the cost of the additional operating expenses would be an issue.

First Vice Chair Pfeiler noted that NCTD may have that type of information.

Second Vice Chair Stocks noted that there may be a way of adding an event surcharge to pay for those additional operating expenses. He asked that this study be added to the list of other potential future activities.

Supervisor Roberts mentioned that related to the airport to Old Town transit study, the San Diego County Regional Airport Authority has not yet acted on any airport expansion plans for Lindbergh Field.

Councilmember Hall reminded Committee members that the dynamics of the Board has changed, and there are a lot of new Board members who may need background information on these issues.