EXECUTIVE COMMITTEE AGENDA

Friday, November 13, 2009
** NOTE TIME CHANGE **
9 to 10:30 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

- CALIFORNIA HIGH-SPEED TRAIN SYSTEM: LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE CORRIDOR PROJECT-LEVEL ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL IMPACT STATEMENT
- DRAFT 2010 LEGISLATIVE PROGRAM
- ANNUAL PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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

San Diego Association of Governments  ·  401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900  ·  Fax (619) 699-1905  ·  www.sandag.org
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.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Executive Committee meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information.
EXECUTIVE COMMITTEE  
Friday, November 13, 2009

ITEM #  
RECOMMENDATION

+1.  APPROVAL OF OCTOBER 9, 2009, 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 that is not on this agenda. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

REPORTS (3 through 8)

+3.  FY 2010 BUDGET AMENDMENTS: CALIFORNIA TRANSPORTATION PLANNING AND SPECIAL STUDY GRANTS (Danny Veeh)  
APPROVE

In September 2009, Caltrans announced transportation planning grant awards to SANDAG totaling $920,034 to fund five projects. The proposed amendment to the FY 2010 Budget and Overall Work Program (OWP) will allocate awarded funds and the local match into existing work elements. The Executive Committee is asked to amend the FY 2010 Budget and OWP to accept Caltrans Transportation Planning Grant Funds totaling $920,034 and to provide the required matching funds as shown in Attachments 1 through 6.

+4.  CALIFORNIA HIGH-SPEED TRAIN SYSTEM: LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE CORRIDOR PROJECT-LEVEL ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL IMPACT STATEMENT (Linda Culp)  
APPROVE

The California High-Speed Rail Authority (CHSRA) is the state agency charged with planning and constructing an intercity, high-speed train system that will connect San Diego with the state’s metropolitan areas. The CHSRA has issued a Notice of Preparation for a project-level Environmental Impact Report / Environmental Impact Statement for our corridor. The Transportation Committee recommends that the Executive Committee approve initial comments on the Notice of Preparation for the Los Angeles to San Diego via Inland Empire High-Speed Train Corridor, which will be provided to the CHSRA.
+5. **DRAFT 2010 LEGISLATIVE PROGRAM** (Genevieve Morelos) DISCUSSION/POSSIBLE ACTION

Each year, the Executive Committee recommends a legislative program in a priority order to the Board of Directors for the ensuing calendar year. Consistent with past programs, the draft Legislative Program includes policies and proposals for possible federal and state legislation and local activities. The Executive Committee is asked to review and discuss the draft 2010 Legislative Program and to recommend that the Board of Directors approve the 2010 Legislative Program. Alternatively, a second discussion could occur in December, and a recommendation made to the Board of Directors at that time.

+6. **ANNUAL PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS** (Julie Wiley) DISCUSSION/POSSIBLE ACTION

The Executive Committee is asked to discuss the proposed amendments to the Board Policies and Bylaws (Attachments 1 to 11), and to recommend that the Board of Directors approve the proposed amendments. Alternatively, a second discussion could occur in December, and a recommendation made to the Board of Directors at that time.

+7. **UPDATE ON FEDERAL CLIMATE CHANGE LEGISLATION** (Victoria Stackwick) INFORMATION

This report provides a summary of key federal climate change bills that have been introduced and their potential effects on transportation. At the meeting, staff also will provide an oral update on the status of FY 2010 appropriations and the next federal surface transportation authorization.

+8. **REVIEW OF NOVEMBER 20, 2009, DRAFT BOARD AGENDA** APPROVE

9. **UPCOMING MEETINGS** INFORMATION

The next meeting of the Executive Committee is scheduled for Friday, December 4, 2009, at 9 a.m. Please note that the December Executive Committee meeting will be held on the first Friday of the month.

10. **ADJOURNMENT**

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
OCTOBER 9, 2009

Chair Lori Holt Pfeiler (North County Inland) called the Executive Committee meeting to order at 9:02 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by First Vice Chair Jerome Stocks (North County Coastal) and a second by Mayor Jim Janney (South County), the minutes of the September 11, 2009, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no requests to speak.

REPORTS (3 through 6)

3. FY 2010 BUDGET AMENDMENT: TRANSPORTATION STUDIES WORK ELEMENT (APPROVE)

The Transportation Studies work element (2301100) conducts transportation studies and surveys that are used for transportation and transit planning purposes and for transportation modeling. Two projects within this work element, the 2009 Onboard Survey, and the 2009 Taxi Passenger Survey (conducted for the Metropolitan Transit System [MTS]), have tasks that need to be carried over from FY 2009 to FY 2010. The Executive Committee is asked to approve an amendment to the FY 2010 Budget in the amount of $193,881 to complete the 2009 Onboard Survey and the MTS Taxi Passenger Survey, with funding carried over from FY 2009.

Kristen Rohanna, Associate Research Analyst, provided the staff report.

Action: Upon a motion by Mayor Janney, and a second by Second Vice Chair Jack Dale (East County), the Executive Committee voted to approve an amendment to the FY 2010 Budget in the amount of $193,881 to complete the 2009 Onboard Survey and the MTS Taxi Passenger Survey, with funding carried over from FY 2009.
4. SERVICE BUREAU FY 2009 YEAR-END REPORT (INFORMATION)

SANDAG Board Policy requires that the Executive Committee, which governs the SANDAG Service Bureau, receive periodic progress reports on the project activities and financial status of the Service Bureau. This report summarizes Service Bureau activities during FY 2009.

Cheryl Mason, Senior Research Analyst, provided the staff report.

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

5. LEGISLATIVE STATUS REPORTS

A. FEDERAL LEGISLATIVE UPDATE (INFORMATION)

Victoria Stackwick, Associate Legislative Analyst, provided an oral report summarizing the status of FY 2010 appropriations, the next federal surface transportation authorization, and the $8.7 billion rescission that occurred on September 30, 2009, in accordance with the requirements of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users).

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

B. STATE LEGISLATIVE UPDATE: PROPOSITION 1B IMPLEMENTATION STATUS (INFORMATION)

Genevieve Morelos, Senior Legislative Analyst, provided a summary of the status of the Proposition 1B state infrastructure bond measure and progress on bond-funded projects in the San Diego region.

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

6. REVIEW OF OCTOBER 23, 2009, DRAFT BOARD AGENDA (APPROVE)

Renée Wasmund, Chief Deputy Executive Director, reviewed the draft agenda for the October 23, 2009, Board of Directors meeting.

**Action:** Upon a motion by Supervisor Slater-Price (County of San Diego), and a second by First Vice Chair Stocks, the Executive Committee voted to approve the agenda for the October 23, 2009, Board of Directors meeting.

7. UPCOMING MEETINGS

The next Executive Committee meeting is scheduled for Friday, November 13, 2009, at 9 a.m.

8. ADJOURNMENT

Chair Pfeiler adjourned the meeting at 9:30 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDBAG EXECUTIVE COMMITTEE MEETING
#### OCTOBER 9, 2009

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, Chair</td>
<td>Member</td>
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<td></td>
<td>City of Poway</td>
<td>Don Higginson</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>City of Encinitas</td>
<td>Jerome Stocks, 1st Vice Chair</td>
<td>Member</td>
<td>Yes</td>
</tr>
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<td></td>
<td>City of Carlsbad</td>
<td>Matt Hall</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>South County</td>
<td>City of National City</td>
<td>Ron Morrison</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>City of Imperial Beach</td>
<td>Jim Janney</td>
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<tr>
<td>East County</td>
<td>City of Santee</td>
<td>Jack Dale, 2nd Vice Chair</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>City of San Diego</td>
<td>---</td>
<td>Jerry Sanders</td>
<td>Member</td>
<td>Yes</td>
</tr>
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<td></td>
<td>----</td>
<td>Ben Hueso</td>
<td>Alternate</td>
<td>No</td>
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<td></td>
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<td>Tony Young</td>
<td>Alternate</td>
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<tr>
<td>County of San Diego</td>
<td>----</td>
<td>Dianne Jacob</td>
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<td>----</td>
<td>Pam Slater-Price</td>
<td>1st Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Ron Roberts</td>
<td>2nd Alternate</td>
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FY 2010 BUDGET AMENDMENTS: CALIFORNIA TRANSPORTATION PLANNING AND SPECIAL STUDY GRANTS

Introduction

In September 2009, Caltrans announced transportation planning grant awards to SANDAG totaling $920,034 to fund five projects. The proposed amendments to the FY 2010 Budget and Overall Work Program (OWP) will allocate funds to new or modified work elements (Attachments 1 through 6). The Executive Committee has authority to approve budget amendments of up to $500,000 for each work element.

Discussion

As a result of the Caltrans transportation planning grant awards, three new Work Elements have been prepared and modifications to two existing elements are recommended as amendments to the FY 2010 Budget and OWP. One of the awarded grants, the Intermodal Transportation Center at the San Diego International Airport, was previously amended into the FY 2010 Budget and OWP and is listed in this report for grant tracking purposes.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Amount Awarded</th>
<th>FY 2010 Work Element #</th>
<th>Proposed Change to Work Element</th>
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<tr>
<td>1. FACTS (Frequent Access Community Transport System) Project</td>
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<td>3311500</td>
<td>New (grant funds applied FY 10-12)</td>
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<tr>
<td>2. California Blueprint Planning</td>
<td>N/A</td>
<td>3100200</td>
<td>Modified (staff hours reduced in FY 10)</td>
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<tr>
<td>3. First- and Last-Mile Solutions for Transit Centers</td>
<td>$144,000</td>
<td>3311600</td>
<td>New (grant funds applied FY 11-12)</td>
</tr>
<tr>
<td>4. State Route 78 Corridor Study</td>
<td>$300,000</td>
<td>3330400</td>
<td>New (grant funds applied FY 11-12)</td>
</tr>
<tr>
<td>5. Intermodal Transportation Center – San Diego International Airport</td>
<td>$300,000</td>
<td>3101100</td>
<td>Previously amended in September 2009</td>
</tr>
<tr>
<td>6. San Diego Transit Planning Internship Program</td>
<td>$41,034</td>
<td>3320600</td>
<td>Modified (grant funds applied FY 11-12)</td>
</tr>
<tr>
<td>Total</td>
<td>$920,034</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Recommendation

The Executive Committee is asked to amend the FY 2010 Budget and Overall Work Program (OWP) to accept Caltrans Transportation Planning Grant Funds totaling $920,034 and to provide the required matching funds (Attachments 1 through 6).
The five grant awards described here were among 13 grant applications submitted. All five were included in the FY 2010 Budget and OWP in Chapter 5 – Pending Discretionary Grants, and were awarded 100 percent of the requested amounts. These projects are all multiyear efforts, which must be completed before the end of FY 2012. While this request commits SANDAG to the total amounts of each grant, the impact on this fiscal year would be much less because a majority of the work would be conducted in FY 2011 and FY 2012.

Also indicated in Chapter 5 of the FY 2010 Budget and OWP are the required local match amounts necessary to fully fund these projects. These grants require either a 10 percent or 11.47 percent local match in order to obtain the release of the remaining grant funds. Three of the grants included an overmatch to improve the chances of the grant being awarded. The local match funding is not authorized or allocated until the grants are awarded. In FY 2010, SANDAG will be shifting staff hours from other work elements to cover the required portion of local matching funds for one of the new grants (outlined below). The remainder of the local match (approximately $103,000) would be incorporated into the FY 2011 budget process.

**New and Amended Work Elements**

**FACTS (Frequent Access Community Transport System) Project (Attachment 1)**

FACTS is a pilot project to chart and coordinate transportation resources in San Diego, including shuttles, to improve access for Colina Park Neighborhood residents. This service would link residents to commercial areas, clinics, housing, education centers, jobs, and transit routes. FACTS would stimulate the local economy by developing jobs and promoting residents to invest locally.

Funds for SANDAG staff time for administration and oversight of the grant would come from the grant with matching funds provided by the pass-through agency, City Heights Community Development Corporation. SANDAG staff hours would be shifted from Work Element #31002 (California Blueprint Planning) for work to be completed in FY 2010 (see Attachment 2). The staff costs shifted from Blueprint Planning in FY 2010 to allow SANDAG staff time to administer the grant would be reallocated to a future year resulting in no change to the multiyear Blueprint project budget. The staff time to administer FACTS would be added as part of new Work Element #33115.

**First- and Last-Mile Solutions for Transit Centers (Attachment 3)**

The decentralization of employment clusters to suburban locations has limited the feasibility and cost-effectiveness of conventional fixed-route transit service. This project will identify community-based, station-specific solutions with the best potential to increase ridership and connectivity by addressing one of the largest barriers to transit use, the “first mile” and “last mile” of the door-to-door commute.

Work on this grant will not begin until July 2010; therefore, staff time would be included in the SANDAG FY 2011 Budget. This new effort would be amended as new Work Element #33116 for grant tracking purposes.

**State Route 78 Corridor Study (Attachment 4)**

The State Route 78 (SR 78) Corridor Study will examine the feasibility of toll and nontoll alternatives to address future regional and local travel demand within this regionally significant corridor. The study area includes the SR 78 corridor from Interstate 5 (I-5) to Interstate 15 (I-15). The work effort
involves coordination among SANDAG, Caltrans, North County Transit District (NCTD), local jurisdictions, and other key stakeholders.

The existing FY 2010 Budget and OWP includes hours for work to begin on the SR 78 Corridor Study under Work Element #33300 (Subregional Transportation and Land Use Planning). The grant funds would be used starting in FY 2011; the matching funds and staff hours would be added as a new Work Element #33304. The matching funds in FY 2011 would come from SANDAG TDA Planning and Administrative funds and from a contribution from the City of San Marcos.

Intermodal Transportation Center – San Diego International Airport (Attachment 5)

This grant will complete advanced planning for an Intermodal Transportation Center connecting Light Rail Transit, Commuter Rail, Intercity Rail, High-Speed Rail, and local and express bus service with air carrier passenger service at Lindbergh Field. The work would be completed by SANDAG with key project partners, including the City of San Diego and San Diego County Regional Airport Authority (SDCAA), and other stakeholders, including the San Diego Unified Port District, Caltrans, Metropolitan Transit System (MTS), and NCTD.

The Intermodal Transportation Center - San Diego International Airport grant was previously approved by the Board of Directors on September 18, 2009, in order to expedite progress on this critical new effort. The previously amended project budget is shown again (see Attachment 5) as part of the package of five new grants.

San Diego Transit Planning Internship Program (Attachment 6)

This grant will continue a successful collaborative project between San Diego State University (SDSU), SANDAG, NCTD, and MTS. The grant will allow SANDAG and the transit agencies to hire and train two interns in transit planning for one year. Internship experience will include service and long-range planning, development review, and public meetings and outreach.

Funds are currently available in the FY 2010 Budget and OWP from a previously awarded grant for the San Diego Transit Planning Internship Program; therefore, work on this grant will not begin until FY 2011. Staff time and the local match would be included in the SANDAG FY 2011 Budget. This new effort would be amended into the future years of existing Work Element #33206 (Transit Planning Internship) for grant tracking purposes.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. 3311500 – Frequent Access Community Transport System (FACTS)
               2. 3100200 – California Blueprint Planning
               3. 3311600 – First- and Last-Mile Solutions for Transit Centers
               4. 3330400 – State Route 78 Corridor Study
               5. 3101100 – Destination Lindbergh Master Plan
               6. 3320600 – San Diego Transit Planning Internship Program

Key Staff Contacts: Danny Veeh, (619) 699-7317, dve@sandag.org
                  Tim Watson, (619) 699-1966, twa@sandag.org
WORK ELEMENT: 33115  FREQUENT ACCESS COMMUNITY TRANSPORT SYSTEM (FACTS)  
FY 2010 BUDGET: $135,000  

AREA OF EMPHASIS: SMART MOBILITY PROGRAMS & SERVICES

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<th>PROJECT FUNDING</th>
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<td>State - Environmental Justice</td>
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<tr>
<td>Context Sensitive Planning Grant</td>
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<tr>
<td>Local Other*</td>
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<td>$0</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$135,000</strong></td>
<td><strong>$135,000</strong></td>
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<th>PROJECT EXPENSES</th>
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<th>FY 11-12</th>
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<td>$5,937</td>
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<td>Pass through/In-kind Services</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$96,233</strong></td>
<td><strong>$135,000</strong></td>
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*Local Other Share of $15,000 provided by City Heights CDC as in-kind services (not billed to SANDAG)

**SANDAG Staff will provide support for the administration and oversight of the grant only.

OBJECTIVE

The objective of this work element is to establish a pilot project to chart and coordinate transportation resources in San Diego, including shuttles, to improve access for the Colina Park Neighborhood residents. This service would link residents to commercial areas, clinics, housing, education centers, jobs, and transit routes. FACTS would stimulate the local economy by developing jobs and promoting residents to invest locally.

PREVIOUS ACCOMPLISHMENTS

The draft scope of work was prepared in FY 2009. Initiation of this study was pending while funding was secured.

Project Manager: Midori Wong  
Committee(s): None  
Working Groups: None

PRODUCTS, TASKS, AND SCHEDULES

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<tr>
<th>TASK NO.</th>
<th>PERCENT EFFORT</th>
<th>TASK / PRODUCT DESCRIPTION(S) / SCHEDULE</th>
</tr>
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</table>
| 1        | 2%             | Task Description: Procure Consultant  
Product: Draft and distribute RFP, conduct candidate interviews, and consultant contract  
Completion Date: June 2010 |
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<thead>
<tr>
<th>TASK NO.</th>
<th>PERCENT EFFORT</th>
<th>TASK / PRODUCT DESCRIPTION(S) / SCHEDULE for FUTURE YEARS</th>
</tr>
</thead>
</table>
| 2        | 55%            | Task Description: Community outreach on transit issues in Colina Park  
|          |                | Product: Hold collaborative meetings, conduct survey and 3 stakeholder meetings  
|          |                | Completion Date: February 2011 |
| 3        | 19%            | Task Description: Data collection and analysis  
|          |                | Product: 3 consultant meetings, 2 shuttle operator meetings, 2 SANDAG/MTS meetings, and feasibility study.  
|          |                | Completion Date: January 2012 |
| 4        | 10%            | Task Description: Plan to implement transportation service  
|          |                | Product: Two charrettes, two review meetings and PAC/CHAP meeting  
|          |                | Completion Date: January 2012 |
| 5        | 9%             | Task Description: Implementation Plan  
|          |                | Product: Completion of route maps, business plan and final implementation plan.  
|          |                | Completion Date: February 2012 |
| 6        | 5%             | Task Description: Project Management  
|          |                | Product: CHCDC will manage the project and SANDAG will provide administration and oversight of the grant.  
|          |                | Completion Date: January 2012 |

**FUTURE ACTIVITIES**

The study is anticipated to be completed in FY 2012.
WORK ELEMENT: 31002.2  California Blueprint Planning Grant  
FY 2010 BUDGET: $287,135 $285,572

AREA OF EMPHASIS: Long-Range Regional Plans and Forecasts

<table>
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<tr>
<th>Funds Source</th>
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<th>FY 11-12</th>
<th>TOTAL</th>
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<td>Grants 1,2,&amp; 3</td>
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<td>$287,135</td>
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<td>$287,135</td>
<td>$452,865</td>
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**OBJECTIVE**

The objective of this work element is complete the grant-funded initiatives of the Regional Comprehensive Plan (RCP). Emphasis in FY 2010 will be focused on staff support for developing a regional transit and integrated infrastructure funding strategy, development of transportation/land use scenarios and associated public outreach efforts to support the Sustainable Communities Strategy (SCS). These efforts fit into SANDAG’s larger vision of implementing the RCP.

**PREVIOUS ACCOMPLISHMENTS**

The California Blueprint Planning grant has funded several key RCP implementation efforts in the last three fiscal years, including use of the I-PLACE³S sketch planning tool for smart growth areas in local jurisdictions, elements of the RCP Baseline Monitoring Report, research on funding strategies for regional infrastructure, a smart growth trip and parking study, as well as funding work on transportation elements of the smart growth design guidelines.
Third-year Blueprint grant funding supported the Smart Growth Trip Generation Study, which examines the extent to which smart growth development results in reduced trip generation rates as compared to traditional development patterns. The outcomes of this study will inform the next update of SANDAG’s transportation model. Funding also supported initial work on a study on Joint Transit-Oriented Development in the San Diego region.

**Project Manager:** Midori Wong  
**Committee(s):** Regional Planning Committee  
**Working Groups:** Regional Planning Technical Working Group

**PRODUCTS, TASKS, AND SCHEDULES**

<table>
<thead>
<tr>
<th>Task No.</th>
<th>% of Effort</th>
<th>Task Description / Product / Schedule</th>
</tr>
</thead>
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| 1.0 | 55 | Task Description: Implement Caltrans Blueprint Planning Program grant focused on staff support for regional transit investments and integrated infrastructure strategy.  
Product: Regional transit investments and integrated infrastructure strategy  
Completion Date: 06/30/2010 |
| 2.0 | 35 | Task Description: Develop scenario planning for transportation, land use, and climate change, and public participation program to support development of the SCS.  
Product: Transportation/land use scenarios to meet regional greenhouse gas reduction targets.  
Completion Date: 06/30/2010 |
| 3.0 | 10 | Task Description: Revise methodology for smart growth trip generation and parking demand study to incorporate the travel behavior survey data into model, plus additional parking analysis.  
Product: Recommended trip generation rates for smart growth areas  
Completion Date: 12/31/2009 |

**FUTURE ACTIVITIES**

SANDAG has fourth-year Blueprint Planning Program grant funding to continue to enhance and advance RCP implementation efforts underway. Specifically, future activities will focus on the areas of infrastructure funding (building upon current infrastructure efforts) and development of transportation/land use scenarios to meet regional greenhouse gas reduction targets in support of the SCS.

*Note: This existing project is being amended to shift $1,563 in staff costs out to future years, freeing up current year resources to transfer to new WE#33115 FACTS (Frequent Access Community Transport System) Project.*
WORK ELEMENT: 33116  FIRST AND LAST MILES SOLUTIONS FOR TRANSIT CENTERS
FY 2010 BUDGET: $0

AREA OF EMPHASIS: SMART MOBILITY PROGRAMS & SERVICES

<table>
<thead>
<tr>
<th>PROJECT FUNDING</th>
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<tbody>
<tr>
<td>FTA MPO Planning (5303)</td>
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<td>Federal Other</td>
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<tr>
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<td>$0</td>
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<td>Pass through/In-kind Services</td>
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<td>$0</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$0</td>
<td><strong>$180,000</strong></td>
<td><strong>$180,000</strong></td>
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</table>

**OBJECTIVE**

The decentralization of employment clusters to suburban locations has limited the feasibility and cost effectiveness of conventional transit. Using a “no-build” approach, this project will identify community-based, station-specific solutions with the best potential to increase ridership and connectivity by addressing one of the largest barriers to transit use—the “first mile” and “last mile” of the door-to-door commute.

**PREVIOUS ACCOMPLISHMENTS**

The draft scope of work was prepared in FY 2009. Initiation of this study was pending while funding was secured.
PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>TASK NO.</th>
<th>PERCENT EFFORT</th>
<th>TASK / PRODUCT DESCRIPTION(S) / SCHEDULE</th>
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<tr>
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<td><strong>Task Description:</strong> Team Creation</td>
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<td></td>
<td><strong>Product:</strong> Creation of project team and kick-off meeting.</td>
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<tr>
<td>2</td>
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<td><strong>Task Description:</strong> Review the Major Transit Lines and Develop a Ranked List of First-Last Mile Opportunity Areas</td>
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<tr>
<td></td>
<td></td>
<td><strong>Product:</strong> Review trolley, COASTER and BRT routes, create matrix, conduct GIS analysis, and develop ranked list.</td>
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<tr>
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<tr>
<td></td>
<td></td>
<td><strong>Product:</strong> Identify stakeholders, survey stakeholders, and identify uses applicable to stations.</td>
</tr>
<tr>
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<td></td>
<td><strong>Completion Date:</strong> February 2011</td>
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<td><strong>Completion Date:</strong> February 2012</td>
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FUTURE ACTIVITIES

The study is anticipated to be completed in FY 2012.
WORK ELEMENT: 33304  SR 78 CORRIDOR STUDY
FY 2010 MULTI-YEAR BUDGET: $390,000

AREA OF EMPHASIS: SMART MOBILITY PROGRAMS & SERVICES

<table>
<thead>
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<table>
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<td>Pass through/In-kind Services</td>
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<tr>
<td>TOTAL</td>
<td>$ 0</td>
<td>$390,000</td>
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</table>

OBJECTIVE

The SR 78 Corridor Study will examine the feasibility of toll and non-toll alternatives to address future and regional and local travel demand within this regionally significant corridor. The study area includes SR 78 from Interstate 5 (I-5) to I-15 and involves SANDAG, Caltrans, local jurisdictions, and other key stakeholders.

PREVIOUS ACCOMPLISHMENTS

The draft scope of work was prepared in FY 2009. Initiation of this study was pending while funding was secured.

Project Manager: Heather Werdick
Committee(s): Transportation Committee
Working Groups: TBD
## PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>TASK NO.</th>
<th>PERCENT EFFORT</th>
<th>TASK / PRODUCT DESCRIPTION(S) / SCHEDULE</th>
</tr>
</thead>
</table>
| 1        | 1%             | **Task Description:** Consultant procurement  
**Product:** Request for proposals and contract documents  
**Completion Date:** 07/31/10 |
| 2        | 9%             | **Task Description:** Conduct project administration and study coordination.  
**Product:** Invoices, contract documents, meeting agendas  
**Completion Date:** 06/30/12 |
| 3        | 7%             | **Task Description:** Definition of study area and preparation of problem statement  
**Product:** Problem statement  
**Completion Date:** 10/1/10 |
| 4        | 15%            | **Task Description:** Alternatives development and travel demand analysis  
**Product:** Technical memorandum  
**Completion Date:** 01/31/11 |
| 5        | 45%            | **Task Description:** Technical studies and alternatives analysis  
**Product:** Traffic studies/feasibility reports and cost estimates  
**Completion Date:** 08/30/11 |
| 6        | 14%            | **Task Description:** Selection of preferred alternative  
**Product:** Technical memorandum and public outreach materials  
**Completion Date:** 12/31/11 |
| 7        | 9%             | **Task Description:** Document findings and recommendation  
**Product:** Draft and final reports  
**Completion Date:** 04/30/12 |

## FUTURE ACTIVITIES

The study is anticipated to be completed in FY 2012.
**PROGRAM WORK ELEMENT: 31011**

**TITLE: DESTINATION LINDBERGH MASTER PLAN**

**FY 2010 BUDGET: $427,000**  
**MULTI-YEAR PROJECT**  
**AREA OF EMPHASIS: LONG RANGE PLANNING**

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<th>PROJECT FUNDING</th>
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<th>FY 2011</th>
<th>TOTAL</th>
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</thead>
<tbody>
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**TOTAL**  
$427,000  
$875,000  
$1,302,000

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**TOTAL**  
$427,000  
$875,000  
$1,302,000

**OBJECTIVE**

The objective of this work element is to provide a long-range master plan for maximizing the carrying capacity of Lindbergh Field, including development of an intermodal transportation center (ITC) along the north side of the airport to improve and maximize transit mode share potential. The proposed ITC also would improve connectivity for the regional transit system and operational flexibility for rail and bus services serving downtown San Diego. While the long-range master plan is expected to be completed by the San Diego County Regional Airport Authority in FY 2009, SANDAG will continue to be involved in the planning and design of the Terminal 2 expansion and planning for the 2015 Opening Day phase of the Destination Lindbergh plan. Emphasis in FY 2010 will be further work on detailing the ground access plan/ITC site advanced planning studies for the Phase 1 2015 ITC improvements.
PREVIOUS AND ONGOING WORK

SANDAG was a key player in the formulation of the ground transportation plan for the 2030 Destination Lindbergh Master Plan in FY 2009 and ensuring continuity between that plan and the short-term Terminal 2 expansion plans. The long-range Destination Lindbergh Master Plan was completed in spring 2009.

Project Manager: Dave Schumacher, Planning Dept.
Committee(s): Transportation Committee
Working Groups: None

PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>Task No.</th>
<th>% of Effort</th>
<th>Task Description / Product / Schedule</th>
</tr>
</thead>
</table>
| 1.0      | 10%         | Task Description: Provide overall coordination with the San Diego County Regional Airport Authority on planning-related activities on ground access for Destination Lindbergh phasing plans.  
Product: Status reports  
Completion Date: 6/30/2010 |
| 2.0      | 90%         | Task Description: Conduct advanced planning studies on the Phase 1 – 2015 Destination Lindbergh improvements.  
Product: Phase 1 Destination Lindbergh Advanced Planning Study Final Report  
Completion Date: 10/31/2010 |

FUTURE ACTIVITIES

Future activities would include undertaking programmatic environmental studies for the long-range Destination Lindbergh Master Plan for the ITC, and project-level environmental studies for the Phase 1 – 2015 ITC improvements.
**WORK ELEMENT:** 33206.1  Transit Planning Internship  
**FY 2010 BUDGET:** $35,338

**AREA OF EMPHASIS:** Smart Mobility Programs and Services

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**PROJECT FUNDING**

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<tr>
<th>Fund Source</th>
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**PROJECT EXPENSES**

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<td>$35,338</td>
<td>$124,902</td>
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**OBJECTIVE**

The objective of this work element is to manage the Transit Planning Internship program that provides professional development opportunities for interns in the Masters in City Planning graduate program at San Diego State University. This grant-funded program will conclude in FY 2010 with the FY 2008-2010 phase upon the completion of grant-funded internships from previous programs.
PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include successful use of planning interns in assisting the planning departments at SANDAG, Metropolitan Transit System, and North County Transit District.

Project Manager: Linda Culp
Committee(s): Transportation Committee
Working Groups: None

PRODUCTS, TASKS, AND SCHEDULES

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FUTURE ACTIVITIES

Future activities depend upon receipt of Caltrans grants for the internship program. Future activities include the continuation of the San Diego Transit Planning Internship Program in FY 2011 and FY 2012 for the FY 10 Caltrans planning grant cycle.
CALIFORNIA HIGH-SPEED TRAIN SYSTEM: LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE CORRIDOR PROJECT-LEVEL EIR/EIS

AGENDA ITEM NO.: 4

Action Requested: APPROVE

Introduction

Since 1993, the State of California has authorized the study of an intercity, high-speed train (HST) system that will connect the state's metropolitan areas, including San Diego. The California High-Speed Rail Authority (CHSRA) is the statewide agency charged with the planning and construction of this system. SANDAG and corridor planning agencies continue to work cooperatively with the CHSRA to advance San Diego’s HST corridor.

The passage of Proposition 1A on the November 4, 2008, ballot resulted in $9 billion in bond funds for the entire statewide network. While the CHSRA has set the initial phase from Anaheim to San Francisco, work is continuing on all corridors. Additionally, the American Recovery and Reinvestment Act (ARRA) of 2009 includes $8 billion nationwide for high-speed and intercity rail improvements. On October 2, 2009, the CHSRA applied for $4.7 billion in ARRA funds for HST projects including completion of the planning and environmental work on the Los Angeles to San Diego Corridor.

A feasibility study of the corridor was recently completed. The San Diego County Technical Working Group (TWG), which includes staff from the corridor cities, Caltrans, Metropolitan Transit System (MTS), and North County Transit District (NCTD), reviewed and commented on this effort. Similar groups met in Los Angeles, San Bernardino, and Riverside Counties. This study was used as a basis for the environmental process that began earlier this month with a series of public scoping meetings, including three in the San Diego region. A detailed schedule has been developed by the CHSRA that results in a final project-level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in 2013, with final design and construction to follow.

On September 17, 2009, the CHSRA issued a Notice of Preparation (NOP) for the Project-Level EIR/EIS. The Transportation Committee reviewed the NOP at its October 16, 2009, meeting and recommended the submittal of initial comments on the document that are shown in Attachment 1.

Discussion

Southern California High-Speed Rail Inland Corridor Group

The Southern California Association of Governments (SCAG), San Diego County Regional Airport Authority (SDCRAA), Riverside County Transportation Commission (RCTC), and San Bernardino
Associated Governments (SANBAG), in addition to SANDAG and the CHSRA, have approved a Memorandum of Understanding to formalize this cooperative working relationship to advance the Los Angeles to San Diego via Inland Empire HST Corridor. The Los Angeles County Metropolitan Transportation Authority (LA Metro) is a participating agency. Together, these agencies make up the Southern California High-Speed Rail Inland Corridor Group (SoCal ICG) and will guide the project-specific environmental effort over the next three years.

**Los Angeles to San Diego via Inland Empire HST Corridor**

Attachment 2 shows the proposed HST alignment, while Attachment 3 shows the alignment in San Diego County, identifying the proposed alignment from the final programmatic environmental document and preliminary options from the feasibility study.

Three project scoping meetings were held in the region on October 13 (University City), October 14 (City of San Diego), and October 15 (City of Escondido). Comments focused on concern for the proposed alignment through Rose Canyon in University City, potential traffic impacts near stations, and the need for additional construction along the Interstate 15 corridor. Nine additional meetings were held in Riverside, San Bernardino, and Los Angeles Counties.

**San Diego Regional Air-Rail Network Study**

The same consultant team that prepared the HST feasibility study for the main corridor also is completing an initial feasibility study of extending the high-speed service to the International Border and a cross-border terminal on the U.S. side with access to Tijuana International Airport. This is one component of the SANDAG Regional Air-Rail Network Study, which will serve as Phase 1 of the Airport Multimodal Accessibility Plan, required by Senate Bill 10 (Kehoe, 2007), to be completed in FY 2010. Phase 2 will review the feasibility of other modes to these regional aviation facilities and is expected to be completed in FY 2010, in time for inclusion in the 2050 Regional Transportation Plan. The study also is looking at the possibility of running high-speed commuter rail service along the entire San Diego County HST alignment.

The San Diego Regional Air-Rail Network Study will (1) identify high-speed rail connections to Southern California airports that could provide relief to San Diego’s Lindbergh Field; and (2) identify the potential for high-speed rail to relieve short-haul air demand and free up capacity at Lindbergh Field for long-haul and/or international flights. This work will be completed cooperatively among SANDAG, SDCRAA, and the other agencies mentioned above.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Draft Letter with SANDAG comments on NOP
   2. Figure 1 - Los Angeles to San Diego via Inland Empire High-Speed Train Segment
   3. Figure 2 - Los Angeles to San Diego via Inland Empire High-Speed Train Segment

   Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org
November 13, 2009

Honorable Kurt Pringle, Chair
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairman Pringle:

SUBJECT: SANDAG Comments on the Notice of Preparation (NOP) for the Los Angeles to San Diego via Inland Empire Section Project EIR/EIS

Thank you for the opportunity to provide comments on the Authority’s NOP for the Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for our high-speed train (HST) corridor. Our agencies have worked together for several years to advance San Diego’s connection to the state’s proposed HST system and we look forward to taking this big step towards implementation.

On November 13, 2009, the SANDAG Executive Committee approved these specific comments:

- SANDAG continues to support the state’s efforts to plan, design, and construct HST service along this corridor.
- SANDAG will work cooperatively with partner transportation agencies along the Los Angeles to San Diego Corridor to facilitate the advancement of the project level EIR/EIS and implementation of the corridor.
- A station alternative at the proposed Lindbergh Intermodal Transportation Center (ITC) should be included in the process. SANDAG and the San Diego County Regional Airport Authority are underway with advanced planning for this center, with the first phase of improvements scheduled for 2015.
- The Escondido Transit Center (ETC) continues to be SANDAG’s preferred Escondido station location. Since 2008, the SPRINTER light rail service has terminated at the transit center, and SANDAG, NCTD, and MTS are planning to open the Interstate 15 (I-15) Bus Rapid Transit (BRT) service in 2012, which also will terminate at the ETC.
- The City of Escondido is currently underway with an update to its general plan, and should continue to be involved in the corridor process and specifically future land use and smart growth opportunities with a potential station.
In the interest of designing a high-speed train system, we recommend that fewer stops be included for the section of high-speed rail between Los Angeles and San Diego with no more than four stops during express service. Specifically, we recommend elimination of a University City station from further study.

Furthermore, all station locations that are evaluated should provide regional multimodal connections and be located at or near existing or planned smart growth areas.

The process should consider SANDAG's Mid-Coast Corridor and work closely to ensure that both services can share the same general corridor between the Old Town Transit Center and University City, including potential tunnel options in the University City area.

The process also should consider ongoing and future planning and project development work for improvements along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor for conventional commuter and intercity rail services.

SANDAG recognizes that the proposed extension to the International Border is not part of the project-level analysis; we want to continue to work with the CHSRA to pursue this as a possible future extension.

SANDAG also requests that our agencies continue to work cooperatively on the feasibility to operate a high-speed local overlay service along the HST alignment that would serve other markets such as the commuter market along the I-15 corridor.

Thank you for your continued leadership on this issue. We look forward to continuing to work together.

Sincerely,

LORI HOLT PFEILER
Chair, SANDAG Board of Directors

LCU/dda
Action Requested: DISCUSSION/POSSIBLE ACTION

DRAFT 2010 LEGISLATIVE PROGRAM

Introduction

Each year, the Executive Committee recommends a legislative program in priority order to the Board of Directors for the upcoming calendar year. Consistent with past programs, the draft 2010 Legislative Program (Attachment 1) includes policies and proposals for federal and state legislation as well as local activities. During the year, the Executive Committee took action on several state bills; an update on the status of these bills is included as Attachment 3.

Discussion

The SANDAG Legislative Program serves as a road map for Board members and staff to follow as legislation is introduced and activities occur during the federal and state legislative sessions. The program is organized into three distinct sections that relate to the level of effort needed to support corresponding legislative activities: (1) Sponsor, (2) Support/Oppose, and (3) Monitor. Within each section, individual goals are assigned a priority level, ranging from highest priority to lower priority. The program also lists the Board position, position year, which Policy Advisory Committee is involved, and whether the goal includes federal, state, and/or local efforts.

The 2009 Legislative Program (Attachment 2), approved by the Board of Directors in December 2008, includes 29 separate legislative goals. Staff has modified the 2009 program as a starting point to initiate Executive Committee discussion regarding the 2010 program. Goals that have been completed or that are no longer relevant have been deleted; modifications have been made to some existing goals; and new goals for 2010 are proposed. In Attachment 1, proposed deletions are shown in strikethrough text, and modifications and additions are underlined. The major changes are discussed below.

Proposed Deletions

Three legislative goals are proposed to be deleted because the legislative work was completed during 2009 or legislative action is no longer required.
• Goal No. 3A – Pursue technical clean-up legislation to SB 375 to align the timing of the implementation of the RTP and RHNA requirements

On October 11, 2009, the Governor signed into law Senate Bill 575 (Chapter 354, Statutes of 2009) (SB 575). The measure eliminated an “interim” housing element cycle for all 19 local jurisdictions, under which housing elements would be due in 2010 based on the requirements of Senate Bill 375 (Steinberg, 2008). SB 575 aligns the schedule for the next Regional Housing Needs Assessment (RHNA) with the preparation of the 2050 Regional Transportation Plan (RTP). The deadline for completion of the next housing elements by the local jurisdictions would be December 31, 2010.

• Goal No. 5A – Work with Governor’s administration and other stakeholders to implement SB 1486

SANDAG and Caltrans continue our collaborative work on the State Route 11 (SR 11) and Otay Mesa East Port of Entry (POE) project. Last year when Governor Schwarzenegger signed Senate Bill 1486 (Ducheny, 2008), his signing message identified certain issues, including ensuring adequate toll rates and funding of state maintenance and enforcement costs for the SR 11/Otay Mesa East POE project. Staff recommends deleting the current legislative goal, as the issues raised by the Governor will be addressed during the process to develop the project’s financial strategy and as part of ongoing project implementation efforts, without the need for further legislative action.

• Goal No. 17B – Full Funding of the Census Bureau’s American Community Survey Program to ensure timely release of critical demographic and economic information for our region

In previous years, this item has been included in our legislative program to advocate for full funding for this Census Bureau program. Currently, the American Community Survey Program is fully funded, and therefore this item could be removed for this upcoming year. Staff will continue to track this issue in future years.

Proposed Modifications

Modifications are proposed for four legislative goals from the 2009 program.

• Goal No. 1A – Pursue SANDAG priorities for the next surface federal transportation reauthorization including appropriate funding levels, goods movement/border funding programs, transit investment and reforms, process improvements, climate change, non-motorized transportation, and tribal transportation planning.

Last year’s goal focused on developing SANDAG priorities for the next federal surface transportation authorization. In March, the Board of Directors endorsed the statewide California Consensus Principles and adopted SANDAG-specific principles for the next authorization. The focus during 2010 would be on working with our Congressional delegation and other stakeholders in the coming months as the next federal authorization is developed. Congress has passed a short-term extension of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), continuing funding of current programs at FY 2009 levels.
• Goal No. 4A – Pursue FY 2011 federal appropriation requests and potential economic stimulus funding

This goal is proposed to be updated to reflect the FY 2011 federal appropriations process.

• Goal No. 2B – Support policies and/or legislation implementing climate change plans and programs that are consistent with the RCP and the RTP

The 2009 goal focused primarily on the state climate change efforts related to AB 32 (Nunez, 2006), which requires California to reduce greenhouse gas emissions to 1990 levels by 2020. This goal is proposed to be broadened to incorporate support for various climate change initiatives that are consistent with SANDAG plans. Several federal climate change proposals have been introduced this year in the 111th Congress (see Agenda Item No. 7).

• Goal No. 13B - Support energy-related legislation that is consistent with the Regional Energy Strategy

In 2009, supporting climate change and energy-related legislation was incorporated into Goal No. 13B. With the proposed change to Goal No. 2B above, staff proposes amending Goal No. 13B to focus it solely on energy-related legislation.

Proposed New Goals

Four new legislative goals are proposed for the 2010 program.

• Goal No. 3A – Expand access to resources and technical tools that will enable SANDAG to prepare an RTP in compliance with SB 375

SANDAG will be the first major Metropolitan Planning Organization (MPO) in the state to implement the new requirements of SB 375 (Steinberg, 2008) with our next RTP update. This proposed legislative goal highlights the importance of adequate funding resources and technical tools to accomplish this expanded effort to develop our 2050 RTP.

• Goal No. 5A – Pursue statutory authority for a subregional funding mechanism dedicated to public transit

A new goal is proposed in order to address public transit needs in the San Diego region. The state’s recent diversions of State Transit Assistance funds and declining sales tax revenues in our current economy have impacted transit services and fare levels. While SANDAG currently has statutory authority for a sales tax measure at the regional level, this proposed new goal would enable us to seek authority for a possible subregional funding mechanism to support public transportation.
• **Goal No. 6A – Participate in discussions with stakeholders and develop SANDAG priorities for federal climate change legislation**

With the recent focus on climate change policy at the national level (Agenda Item No. 7), this proposed new goal would enable SANDAG to develop priorities for pending federal climate change legislation. Potential issues include funding for transportation and land use initiatives that address climate change (enabling greenhouse gas reductions), and ensuring federal and state climate change and transportation planning requirements are consistent and do not conflict.

• **Goal No. 14B – Support legislation and/or policies that promote governmental efficiencies and cost savings**

A new legislative goal is proposed in order to pursue governmental efficiencies and savings, particularly in our current fiscal and economic climate. A potential effort could be to eliminate the requirement for biennial reports on the agency consolidation. As identified in the 2008 report, the agency consolidation efforts that began six years ago concluded with the transition of the last few SPRINTER staff to SANDAG in 2008.

**Next Steps**

The Public Safety Committee is scheduled to consider the public safety-related goals at its November 13, 2009, meeting. Action on the 2010 Legislative Program is scheduled for the December Executive Committee and Board of Directors meetings, unless the Executive Committee decides it does not need further discussion in December and makes its recommendation at the November meeting.

KIM KAWADA  
Policy and Legislative Affairs Program Manager

Attachments: 1. Draft 2010 Legislative Program  
2. 2009 Legislative Program  

Key Staff Contact: Genevieve Morelos, (619) 699-1994, gmo@sandag.org
### OVERARCHING GOAL:
Pursue policy and legislative changes that enable SANDAG to better implement its adopted plans and programs

### (A) SPONSOR

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<tr>
<th>NO.</th>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
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<th>B</th>
<th>JURISDICTION</th>
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<tbody>
<tr>
<td>1A</td>
<td>Participate in discussions with stakeholders and develop SANDAG priorities for the next federal surface transportation reauthorization, including appropriate funding levels, goods movements/border funding programs, transit investment and reforms, process improvements, climate change, non-motorized transportation, and tribal transportation planning. (2007)</td>
<td>Highest</td>
<td>Sponsor</td>
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<td>Federal/State</td>
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<tr>
<td>2A</td>
<td>Pursue funding from the statewide infrastructure bond measures; participate in development of guidelines and other activities to maximize the availability and flexibility of funding for the San Diego region to support the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP) implementation. (2006)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td>X</td>
<td>State</td>
</tr>
<tr>
<td>3A</td>
<td>Pursue technical clean-up legislation to SB 375 to align the timing of the implementation of the RTP and RHNA requirements.</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td>State</td>
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<tr>
<td>3A</td>
<td>Expand access to resources and technical tools that will enable SANDAG to prepare an RTP in compliance with SB 375. (2009)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td></td>
<td>X</td>
<td>Federal State</td>
</tr>
<tr>
<td>4A</td>
<td>Pursue FY 2010-2011 federal appropriation requests and potential federal and state economic stimulus funding. (2005)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td>Federal/State</td>
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<tr>
<td>5A</td>
<td>Work with Governor’s administration and other stakeholders to implement SB 1486.</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>5A</td>
<td>Pursue statutory authority for a subregional funding mechanism dedicated to public transit. (2009)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td>State/Local</td>
</tr>
<tr>
<td>6A</td>
<td>Participate in discussions with stakeholders and develop SANDAG priorities for federal climate change legislation. (2009)</td>
<td>Higher</td>
<td>Sponsor</td>
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<td>Federal/State</td>
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Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
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<th>NO.</th>
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<th>JURISDICTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>6A</td>
<td>Pursue policy and/or legislative changes to enable comprehensive state environmental process to fulfill federal environmental requirements. <strong>(2008)</strong></td>
<td>High</td>
<td>Sponsor</td>
<td>Federal</td>
</tr>
<tr>
<td>7A</td>
<td>Pursue policy and/or legislative changes to enable the use of freeway shoulders as transit lanes on major corridors in the San Diego region. <strong>(2006)</strong></td>
<td>High</td>
<td>Sponsor</td>
<td>State</td>
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(B) SUPPORT/OPPPOSE

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<tbody>
<tr>
<td>1B</td>
<td>Legislation that provides incentives to jurisdictions that provide opportunities for more housing including affordable and transit-oriented developments; supports regional fair-share allocation of housing funds; and provides additional affordable housing funding with greater local/regional control. <strong>(2002)</strong></td>
<td>Highest</td>
<td>Support</td>
<td>Federal/State</td>
</tr>
<tr>
<td>2B</td>
<td>Support policies and/or legislation implementing <strong>AB 32’s-climate change guidelines, plans and programs</strong> that are consistent with the RCP and RTP. <strong>(2007)</strong></td>
<td>Highest</td>
<td>Support</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>3B</td>
<td>Efforts consistent with financial strategies adopted in the RTP such as, but not limited to, increase revenues for transportation and other related purposes through measures that would increase gas tax or equivalent revenue sources, bond measures, developer fees, and public/private partnerships; and maximize flexibility of federal and state funds—.<strong>(2002, 2005)</strong></td>
<td>Highest</td>
<td>TBD (based on activity)</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>4B</td>
<td>Support efforts to prevent additional diversions of public transit funding and protect spillover revenues. <strong>(2008)</strong></td>
<td>Highest</td>
<td>Support</td>
<td>State</td>
</tr>
<tr>
<td>5B</td>
<td>Legislation assisting in the implementation of the RCP, including dedicated ongoing funding source for regional blueprint planning and funding incentives for smart growth (mixed-use projects, transit-oriented development, walkable communities, etc.). <strong>(2002)</strong></td>
<td>Highest</td>
<td>Support</td>
<td>Federal/State</td>
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<td>NO.</td>
<td>GENERAL DESCRIPTION OF GOAL</td>
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<tr>
<td>6B</td>
<td>Efforts to expand available methods of transportation project delivery including design-build, design sequencing, construction manager/ general contractor, and other alternative methods that expedite project delivery. (2005)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
</tr>
<tr>
<td>7B</td>
<td>Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems. (2005)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
</tr>
<tr>
<td>8B</td>
<td>Efforts to pursue Homeland Security funding at both the state and federal levels to improve public safety, enhance border security and improve security in the San Diego region, through Automated Regional Justice Information System (ARJIS) operations and enhancements; regional transportation system improvements; and activities related to regional emergency preparedness, prevention, and response to catastrophic events. (2003, 2005)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
</tr>
<tr>
<td>9B</td>
<td>Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments. Pursue initiatives that balance the fiscal influence that sales tax revenues have upon local land use decisions. (2002)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
</tr>
<tr>
<td>10B</td>
<td>Lower the current two-thirds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote. (2002)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
</tr>
<tr>
<td>11B</td>
<td>Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues. (2002)</td>
<td>Higher</td>
<td>Support</td>
<td>X</td>
</tr>
<tr>
<td>12B</td>
<td>Mechanisms providing for the implementation of the RTP, including value pricing, managed lanes, high occupancy toll (HOT) lanes, the alleviation of current constraints on transponder technology; transit priority treatments; and other efforts that promote efficient use of highways and local roads. (2003)</td>
<td>Higher</td>
<td>Support</td>
<td>X</td>
</tr>
<tr>
<td>13B</td>
<td>Pursue resources to implement the Regional Energy Strategy (RES) and Regional Climate Change Action Plan; and Support energy-related legislation that is consistent with the Regional Energy Strategy principles. (2002)</td>
<td>Higher</td>
<td>Support</td>
<td>X</td>
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<td>14B</td>
<td>Support legislation and/or policies that promote governmental efficiencies and cost savings.</td>
<td>High</td>
<td>Support</td>
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<tr>
<td>15B</td>
<td>Transit boards’ legislative programs where consistent with SANDAG policy. (2002)</td>
<td>High</td>
<td>Support</td>
<td></td>
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<tr>
<td>16B</td>
<td>Support funding opportunities for prevention and intervention programs that address substance abuse, increase public safety, and reduce youth and gang violence. (2005)</td>
<td>High</td>
<td>Support</td>
<td></td>
</tr>
<tr>
<td>17B</td>
<td>Participate in efforts related to legislative and administrative reform of the state housing element law and ensure adequate state funding for the Regional Housing Needs Assessment (RHNA) process. (2002)</td>
<td>High</td>
<td>Support</td>
<td></td>
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<tr>
<td>18B</td>
<td>Full funding of the Census Bureau’s American Community Survey Program to ensure timely release of critical demographic and economic information for our region. (2005)</td>
<td>High</td>
<td>Support</td>
<td></td>
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<td></td>
<td>Other organizations’ legislative programs where consistent with SANDAG policy, i.e., California Association of Councils of Governments (CALCOG), American Public Transportation Association (APTA), National Association of Regional Councils (NARC), California Transit Association (CTA), Self-Help Counties Coalition, League of California Cities, California State Association of Counties, Caltrans, International Association of Chiefs of Police, National Sheriffs’ Association, California Police Chiefs Association, California State Sheriffs’ Association, and National Association of Counties. (2003, 2005)</td>
<td>Lower</td>
<td>Support</td>
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(C) MONITOR

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<th>NO.</th>
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<tr>
<td>1C</td>
<td>Proposals that limit the use of eminent domain for public infrastructure projects. (2005)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td></td>
<td>X</td>
<td>X</td>
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<td>Federal/State</td>
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<tr>
<td>2C</td>
<td>Legislation affecting solid waste, water supply, and storm water; support of funding opportunities to assist in these areas. (2003)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td></td>
<td>X</td>
<td>X</td>
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<tr>
<td>3C</td>
<td>Legislation relating to personnel matters, i.e., workers' compensation, Public Employee Retirement Systems (PERS) benefits, and other labor-related issues. (2003)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>T</td>
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<td>P</td>
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<td>Federal/State/Local</td>
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<tr>
<td>4C</td>
<td>Legislation requiring local agencies to implement new administrative compliance measures. (2005)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>T</td>
<td>R</td>
<td>P</td>
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## 2009 LEGISLATIVE PROGRAM

**OVERARCHING GOAL:** Pursue policy and legislatives changes that enable SANDAG to better implement its adopted plans and programs.

### (A) SPONSOR

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<tr>
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<td>Participate in discussions with stakeholders and develop SANDAG priorities for the next federal surface transportation authorization. (2007)</td>
<td>Highest</td>
<td>Sponsor</td>
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<td>2A</td>
<td>Pursue funding from the statewide infrastructure bond measures; participate in development of guidelines and other activities to maximize the availability and flexibility of funding for the San Diego region to support the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP) implementation. (2006)</td>
<td>Highest</td>
<td>Sponsor</td>
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<td>State</td>
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<tr>
<td>3A</td>
<td>Pursue technical clean-up legislation to SB 375 to align the timing of the implementation of the RTP and RHNA requirements; and to address CEQA provisions. (2008)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td>State</td>
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<tr>
<td>4A</td>
<td>Pursue FY 2010 federal appropriation requests and potential federal and state economic stimulus funding. (2005)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<tr>
<td>5A</td>
<td>Work with Governor's administration and other stakeholders to implement SB 1486. (2008)</td>
<td>Highest</td>
<td>Sponsor</td>
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<tr>
<td>6A</td>
<td>Pursue policy and/or legislative changes to enable comprehensive state environmental process to fulfill federal environmental requirements. (2008)</td>
<td>High</td>
<td>Sponsor</td>
<td></td>
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<tr>
<td>7A</td>
<td>Pursue policy and/or legislative changes to enable the use of freeway shoulders as transit lanes on major corridors in the San Diego region. (2006)</td>
<td>High</td>
<td>Sponsor</td>
<td></td>
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*Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders*
### (B) SUPPORT/OPPOSE

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<th>JURISDICTION</th>
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<tr>
<td>1B</td>
<td>Legislation that provides incentives to jurisdictions that provide opportunities for more housing including affordable and transit-oriented developments; supports regional fair-share allocation of housing funds; and provides additional affordable housing funding with greater local/regional control. (2002)</td>
<td>Highest</td>
<td>Support</td>
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<tr>
<td>2B</td>
<td>Support policies and/or legislation implementing AB 32’s climate change guidelines that are consistent with the RCP and RTP. (2007)</td>
<td>Highest</td>
<td>Support</td>
<td>•</td>
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<tr>
<td>3B</td>
<td>Efforts consistent with financial strategies adopted in the RTP such as, but not limited to, increase revenues for transportation and other related purposes through measures that would increase gas tax or equivalent revenue sources, bond measures, developer fees, and public/private partnerships; and maximize flexibility of federal and state funds. (2002, 2005)</td>
<td>Highest</td>
<td>TBD (based on activity)</td>
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<tr>
<td>4B</td>
<td>Support efforts to prevent additional diversions of public transit funding and protect spillover revenues. (2008)</td>
<td>Highest</td>
<td>Support</td>
<td>•</td>
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<tr>
<td>5B</td>
<td>Legislation assisting in the implementation of the RCP, including dedicated ongoing funding source for regional blueprint planning and funding incentives for smart growth (mixed-use projects, transit-oriented development, walkable communities, etc.). (2002)</td>
<td>Highest</td>
<td>Support</td>
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<tr>
<td>6B</td>
<td>Efforts to expand available methods of transportation project delivery including design-build, design sequencing, construction manager/ general contractor, and other alternative methods that expedite project delivery. (2005)</td>
<td>Highest</td>
<td>Support</td>
<td>•</td>
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<tr>
<td>7B</td>
<td>Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems. (2005)</td>
<td>Highest</td>
<td>Support</td>
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<tr>
<td>8B</td>
<td>Efforts to pursue Homeland Security funding at both the state and federal levels to improve public safety, enhance border security and improve security in the San Diego region, through Automated Regional Justice Information System (ARJIS) operations and enhancements; regional transportation system improvements; and activities related to regional emergency preparedness, prevention, and response to catastrophic events. (2003, 2005)</td>
<td>Highest</td>
<td>Support</td>
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<td>9B</td>
<td>Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments. Pursue initiatives that balance the fiscal influence that sales tax revenues have upon local land use decisions. (2002)</td>
<td>Highest</td>
<td>Support</td>
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<td>10B</td>
<td>Lower the current two-thirds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote. (2002)</td>
<td>Highest</td>
<td>Support</td>
<td>•</td>
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<tr>
<td>11B</td>
<td>Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues. (2002)</td>
<td>Higher</td>
<td>Support</td>
<td></td>
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<tr>
<td>12B</td>
<td>Mechanisms providing for the implementation of the RTP, including value pricing, managed lanes, high occupancy toll (HOT) lanes; the alleviation of current constraints on transponder technology; transit priority treatments; and other efforts that promote efficient use of highways and local roads. (2003)</td>
<td>Higher</td>
<td>Support</td>
<td></td>
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<tr>
<td>13B</td>
<td>Pursue resources to implement the Regional Energy Strategy (RES) and Regional Climate Change Action Plan; and support energy-related legislation that is consistent with RES principles. (2002)</td>
<td>Higher</td>
<td>Support</td>
<td>•</td>
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<td>Federal/State/Local</td>
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<tr>
<td>14B</td>
<td>Transit boards’ legislative programs where consistent with SANDAG policy. (2002)</td>
<td>High</td>
<td>Support</td>
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<td>15B</td>
<td>Support funding opportunities for prevention and intervention programs that address substance abuse, increase public safety, and reduce youth and gang violence. (2005)</td>
<td>High</td>
<td>Support</td>
<td></td>
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<tr>
<td>16B</td>
<td>Participate in efforts related to legislative and administrative reform of the state housing element law and ensure adequate state funding for the Regional Housing Needs Assessment (RHNA) process. (2002)</td>
<td>High</td>
<td>Support</td>
<td></td>
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<tr>
<td>17B</td>
<td>Full funding of the Census Bureau’s American Community Survey Program to ensure timely release of critical demographic and economic information for our region. (2005)</td>
<td>High</td>
<td>Support</td>
<td>•</td>
<td>•</td>
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<td>Federal</td>
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<tr>
<td>18B</td>
<td>Other organizations’ legislative programs where consistent with SANDAG policy, i.e., California Association of Councils of Governments (CALCOG), American Public Transportation Association (APTA), National Association of Regional Councils (NARC), California Transit Association (CTA), Self-Help Counties Coalition, League of California Cities, California State Association of Counties, Caltrans, International Association of Chiefs of Police, National Sheriffs’ Association, California Police Chiefs Association, California State Sheriffs’ Association, and National Association of Counties. (2003, 2005)</td>
<td>Lower</td>
<td>Support</td>
<td>•</td>
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(C) MONITOR

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<th>JURISDICTION</th>
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<tr>
<td>1C</td>
<td>Proposals that limit the use of eminent domain for public infrastructure projects. (2005)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
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<td>Federal/State</td>
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<tr>
<td>2C</td>
<td>Legislation affecting solid waste, water supply, and storm water; support of funding opportunities to assist in these areas. (2003)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td></td>
<td></td>
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<td>State/Local</td>
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<tr>
<td>3C</td>
<td>Legislation relating to personnel matters, i.e., workers’ compensation, Public Employee Retirement Systems (PERS) benefits, and other labor-related issues. (2003)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td></td>
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<td>Federal/State/Local</td>
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<tr>
<td>4C</td>
<td>Legislation requiring local agencies to implement new administrative compliance measures. (2005)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
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Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
Summary of State Legislation

During the 2008-2009 legislative calendar year, the Executive Committee took formal positions on six bills, and five of these bills made it to the Governor’s desk. The Governor’s signature and veto on the legislative measures were consistent with the Executive Committee’s recommended actions on the bills. Below is a summary of the bills.

Senate Bill 575 (Steinberg) Local Planning: Housing Element
Chapter 354, Statutes of 2009

Senate Bill 575 (SB 575) was introduced on February 27, 2009, by Senator Darrell Steinberg (D-Sacramento). SB 575 eliminates an “interim” housing element for all local jurisdictions within the San Diego region and requires the next housing element (fifth revision) to be completed 18 months after the adoption of the next Regional Transportation Plan (RTP) in 2011. SB 575 also requires that all local jurisdictions within the San Diego region that have not adopted a housing element for the fourth revision by January 1, 2009, to revise its housing element every four years unless the local government does both of the following: (1) adopts a housing element for the fourth revision no later than March 31, 2010; and (2) completes any rezoning contained in the housing element program for the fourth revision by June 30, 2010.

Senate Bill 406 (DeSaulnier) Land Use: Environmental Quality
Vetoed

Senate Bill 406 (SB 406) was introduced on February 26, 2009, by Senator Mark DeSaulnier (D-Antioch) and is sponsored by the California Association of Councils of Governments (CALCOG). This bill authorizes an additional fee of one or two dollars on vehicle registration through an existing fee mechanism, through a surcharge collected by the Department of Motor Vehicles, to be used for planning purposes related to SB 375 (Steinberg), Chapter 728, Statutes of 2008. The bill also proposes new duties, membership, and funding for the Strategic Growth Council and the Planning Advisory and Assistance Council. In the Governor’s veto message, he stated that he supported reducing greenhouse gas emissions, but that an increase in fees should be subject to voter approval.

Senate Bill 802 (Leno) Public Contracts: Retention Proceeds
Vetoed

Senate Bill 802 (SB 802) was introduced on February 27, 2009, by Senator Jared Leno (D-San Francisco). SB 802 would limit the amount of retention proceeds that may be withheld from any progress payment on any state or local government public contract entered into after January 1, 2010, to 5 percent of the progress payment. The Governor vetoed this bill and in his signing message stated that while he was sympathetic with the concerns of the subcontractors, the State’s responsibility is to protect the taxpayer to make certain that public works projects are completed correctly and within budget.
Assembly Bill 672 (Bass) Transportation Bond-Funded Projects: Letter of No Prejudice
Chapter 463, Statutes of 2009

Assembly Bill 672 (AB 672) was introduced February 25, 2009, by Assembly Speaker Karen Bass. AB 672 would allow an agency responsible for administering a Proposition 1B (Prop. 1B) program to issue a letter of no prejudice to a local agency, providing an assurance that the administrative agency will reimburse the local agency for expenditures it makes on a Prop. 1B project that has been programmed, but for which funds have not yet been allocated.

Assembly Bill 729 (Evans) Public Contracts: Transit Design-Build Contracts
Chapter 466, Statutes of 2009

Assembly Bill 729 (AB 729) was introduced on February 26, 2009, by Assembly Member Noreen Evans (D-Santa Rosa). Existing law authorizes transit operators to enter into design-build contracts until January 1, 2011. A transit operator is defined as a transit district, municipal operator, or a consolidated agency (this includes SANDAG pursuant to Section 132353.1 of the Public Utilities Code), or any joint powers authority formed to provide transit service. Sponsored by the California Transit Association, this bill extends these provisions until January 1, 2015.

Assembly Bill 732 (Jeffries) Transportation Projects: Design-Sequencing Contracts
Held in Senate Appropriations Committee

Assembly Bill 732 (AB 732) was introduced on February 26, 2009, by Assembly Member Kevin Jeffries (R-Riverside). Existing law allows the California Department of Transportation to use design-sequencing method of procurement for transportation projects until January 1, 2010. This bill would extend the authority until January 1, 2012.
San Diego Association of Governments

EXECUTIVE COMMITTEE

November 13, 2009

Action Requested: DISCUSSION/POSSIBLE ACTION

ANNUAL PROPOSED AMENDMENTS TO BOARD POLICIES AND BY LAWS

File Number 8000100

REPORT HAS BEEN CONTINUED TO DECEMBER 4, 2009
UPDATE ON FEDERAL CLIMATE CHANGE LEGISLATION

Introduction

Multiple proposals to advance programs that reduce greenhouse gases (GHG) have been introduced in the 111th Congress. Although the primary purpose of these bills is to reduce GHG, the proposed approaches to accomplish GHG reduction are different in each bill. This report provides a summary of key federal climate change bills that have been introduced, and their potential effects on transportation.

At the November 13, 2009, Executive Committee meeting, staff also will provide an oral update on the status of FY 2010 appropriations and the next federal surface transportation authorization.

Discussion

General Approaches for Addressing Climate Change

In a broad sense, there are three main approaches for addressing climate change at the federal level. Recently, much of the attention has focused on “cap-and-trade” legislation. Under this approach, a national cap on GHG emissions would be set, and allowances to emit limited amounts of carbon dioxide and other GHG would be distributed or auctioned to affected parties. Affected parties would be required to hold an equivalent number of allowances or credits, which represent the right to emit a specific amount of GHG. The total amount of allowances cannot exceed the national cap, limiting total emissions to that prescribed level. Entities that need to increase their GHG emissions must buy credits from those who pollute less. The transfer of allowances is referred to as a trade. In effect, the buyer is paying a charge for polluting, while the seller is being rewarded for having reduced emissions by more than was needed.

A second approach, known as a “carbon tax,” establishes a tax that would be levied on the carbon content of fossil fuels. Utilizing existing tax collection mechanisms, the tax would be paid for at the point where fuels are extracted from the earth and put into the stream of commerce, or are imported into the U.S. fuel supply. Affected businesses could then pass along the cost of the tax to the consumer to the extent that market conditions allow. Under this approach, there are two primary revenue distribution programs. One would rebate the revenues directly through regular (e.g., monthly) dividends to all United States residents on an equivalent basis. A similar program has been in effect in Alaska for three decades, providing residents with annual dividends from the state’s North Slope oil revenues. Under the other revenue distribution program, each dollar of carbon tax revenue would trigger a dollar’s worth of reduction in existing taxes, such as the federal payroll tax or state sales taxes. If the chosen price (i.e., the tax level) insufficiently reduces emissions, Congress or a regulatory authority would need to adjust the tax level, thus negating one of the tax’s supposed advantages, its cost certainty. From a political point of view, Congress has found it difficult to impose new taxes or to adjust those already in place.
A third approach is a traditional regulatory framework, under which GHG emissions are regulated under the Clean Air Act (CAA). Unlike a cap-and-trade system or a carbon tax, regulation under the CAA does not require new Congressional action. The ability to limit GHG emissions already exists under various CAA authorities that Congress has enacted, which are administered by the U.S. Environmental Protection Agency (EPA). However, the Obama Administration has made clear that its preference would be for Congress to address the climate issue through new legislation.

To date, several proposals have been introduced in Congress. Below is a summary of the main bills currently under consideration.

**H.R. 2454: The American Clean Energy and Security Act of 2009**

On June 26, 2009, the U.S. House of Representatives approved H.R. 2454, the American Clean Energy and Security Act (ACES Act) by a vote of 219 to 212. Originally introduced by Congressmen Henry Waxman (D-CA) and Ed Markey (D-MA), this legislation would establish a cap-and-trade system designed to reduce GHG emissions in the United States. The market-based approach would establish an absolute cap on the emissions from covered entities and would allow trading of emissions permits or “allowances.” The measure aims to create millions of new clean energy jobs, enhance America’s energy independence, and protect the environment.

The ACES Act includes the following provisions affecting regional transportation planning and funding:

- **Requires State GHG Goals and Plans** – Section 222 of the ACES Act directly addresses GHG emissions reductions through transportation efficiency. This section requires states to submit to EPA goals and plans to stabilize transportation-related GHG emissions in a “designated year” (determined by the state) and to reduce GHG emissions in subsequent years. States must consider establishing 2010 as the designated year, and must update GHG emission goals every four years. If a state fails to submit goals or a plan, the EPA Administrator may prohibit the awarding of federal highway funds.

- **Requires RTP and RTIP to include GHG targets and strategies** – Metropolitan planning organizations (MPOs) in areas with a population exceeding 200,000 must update regional transportation plans (RTPs) and regional transportation improvement programs (RTIPs) to achieve such goals. The measure requires RTPs to have GHG emission reduction targets and to ensure emission reduction strategies are included no later than one year after the final rules have been published.

- **Provides additional funding for MPO planning** – The EPA Administrator may award competitive grants to MPOs to develop or implement submitted plans. The Administrator is required to give priority to applicants based on total or per capita GHG reductions, and other factors the Administrator deems appropriate.

- **Provides limited amount of new transportation funding** – The bill’s allocation scheme includes free allowance allocations to energy-intensive industries and states. A provision was included that would allow states to use a portion of their allowances to fund public transit and other low-carbon transportation projects. Specifically, the legislation allocates 10 percent of the total allowances to the State Energy and Environment Development (SEED) Accounts. States could then use up to 10 percent of those allocations (or 1 percent of the...
S. 1733: Clean Energy Jobs and American Power Act

On September 30, 2009, Senators Barbara Boxer (D-CA) and John Kerry (D-MA) introduced S. 1733, the Clean Energy Jobs and American Power Act. The Boxer-Kerry bill draws heavily from the climate provisions of the House passed ACES Act, and it provides a starting point for Senate deliberations. Key aspects of the Boxer-Kerry bill were left intentionally unresolved. It is expected that further work by the Committee on Environment and Public Works (EPW) and other Senate committees of jurisdiction will address some of these critical issues.

The Clean Energy Jobs and American Power Act would cap GHG emissions and create a cap-and-trade system to reduce emissions. The core of this bill creates a “Pollution Reduction and Investment” program aimed at setting up an economy-wide cap-and-trade program for reducing GHG emissions. Businesses covered by the cap-and-trade program would be required to hold enough GHG emission allowances to match their emissions with one allowance representing the permission to emit one ton of GHG emissions, measured in tons of carbon dioxide equivalent. The measure also includes a six-year moratorium (2012 through 2017) for states imposing their own GHG cap-and-trade programs.

Key transportation-related provisions include:

- Requires RTP to include GHG targets and strategies – The measure currently requires RTPs to have GHG emission reduction targets and strategies included no later than two years after the final rules have been published. RTPs would then have to be approved by both the U.S. Department of Transportation (DOT) and EPA. The bill would provide grants to MPOs to integrate GHG reduction goals and strategies into the existing metropolitan planning process.

- Distributes emission allowances to the transportation sector – The bill would set aside an average of about 2.8 percent of the allocations obtained from a cap-and-trade system for transit and “clean” transportation projects. In addition, the measure sets aside funding for grants for the DOT to distribute to states and MPOs for GHG reduction programs.

- Provides new transportation funding through auction of emission allowances – The proposed legislation provides that EPA shall auction emission allowances for state programs for GHG reduction and climate adaptation, with 89 percent of the auction funding to be distributed 50-50, half to states based on population for nontransportation programs, and half as formula grants to transit agencies (80 percent for grants to urbanized areas and states for transit-related purposes, 10 percent for grants to nonurbanized areas, Indian tribes and states for transit-related purposes, and 10 percent for the Growing States and High Density States Formula Program).

Lastly, the bill also contains measures intended to complement the cap-and-trade program. For example, the bill proposes a new program within EPA entitled a “SmartWay Transportation Efficiency Program.” This new program would quantify, demonstrate, and promote the benefits of technologies, products, fuels, and operational strategies that reduce petroleum consumption, air pollution and GHG emissions from the mobile source sector.
The Clean, Low-Emissions, Affordable, New Transportation Efficiency Act (CLEAN-TEA Act), S. 575, was introduced on March 11, 2009, by Senators Thomas Carper (D-DE) and Arlen Specter (D-PA). The legislation is predicated on the adoption of a separate, comprehensive climate change bill that would create a cap-and-trade program. Once a cap-and-trade program is established by the federal government, overall GHG emissions would be capped and polluters would have to acquire credits at auction to emit GHG. Under CLEAN-TEA, 10 percent of the funding generated through this auction would be used to create a more efficient transportation system and lower GHG emissions through strategies like:

- Funding new or expanded transit or passenger rail
- Updating zoning to support transportation plans
- Making neighborhoods safer for bicyclists and pedestrians

In order to be eligible for the funding authorized by this legislation, cities and state departments of transportation would have to review their transportation plans and determine how they could reduce GHG emissions. The bill then provides federal funding for projects in those transportation plans to be distributed to states and localities based on the expected reductions in GHG emissions in each plan. States and cities with more ambitious plans would receive greater amounts funding. The bill would establish the Low Greenhouse Gas Transportation Fund to appropriate funds for the requirements of the bill, including the implementation of GHG emission reductions projects within transportation plans.

On October 23, 2010, the Senate EPW Committee released the Chairman’s mark, a revised version of S. 1733, the Clean Energy Jobs and American Power Act. Included in the revised bill were many of the provisions set forth in the CLEAN-TEA legislation regarding the specific allowances dedicated for the transportation sector, including funding for planning.

Next Steps

Staff will continue to monitor relevant federal climate change legislation and provide updates to the Committee as the bills move through the legislative process. In addition, staff is working to develop priorities for pending federal climate change legislation. Potential issues include funding for transportation and land use initiatives that address climate change (enabling greenhouse gas reductions), and ensuring federal and state climate change and transportation planning requirements are consistent and do not conflict.

Kim Kawada
Policy and Legislative Affairs Program Manager

Key Staff Contact: Victoria Stackwick, (619) 699-6926, vst@sandag.org
San Diego Association of Governments

EXECUTIVE COMMITTEE

November 13, 2009

AGENDA ITEM NO.: 8

Action Requested: APPROVE

REVIEW OF NOVEMBER 20, 2009, DRAFT BOARD AGENDA

+1. APPROVAL OF MEETING MINUTES APPROVE

+A. OCTOBER 9, 2009, BOARD POLICY MEETING MINUTES
+B. OCTOBER 23, 2009, 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 that is not on this agenda. 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 APPROVE

This item summarizes the actions taken by the Borders Committee on October 23, the Transportation and Regional Planning Committees on November 6, and the Executive and Public Safety Committees on November 13, 2009.

CONSENT ITEMS (4 through XX)

+4. REVISED ANNUAL MEETING CALENDAR (Kim Kawada) APPROVE

The Board of Directors is asked to approve the revised meeting calendar for the Board and the Policy Advisory Committees for the upcoming year. Changes to the November and December meetings of the Executive and Transportation Committees are included.

+5. QUARTERLY INVESTMENT REPORT - PERIOD ENDING SEPTEMBER 30, 2009 (Lisa Kondrat-Dauphin) INFORMATION

The SANDAG Investment Policy requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of September 30, 2009.
6. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS – JULY TO SEPTEMBER 2009 (José A. Nuncio)

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management (TDM) projects in SANDAG’s five-year Regional Transportation Improvement Program (RTIP) for the period July to September 2009.

7. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Lauren Warrem)

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.

8. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)

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.

9.

10.

CHAIR’S REPORT (11)

11. REPORT FROM NOMINATING COMMITTEE ON SLATE OF BOARD OFFICERS FOR 2010 (National City Mayor Ron Morrison, Nominating Committee Chair)

In September, Chair Pfeiler appointed a six-person Nominating Committee for Board officers. After consideration of the applications, the Committee recommends the attached slate of nominees for SANDAG Chair, First Vice Chair, and Second Vice Chair positions for 2010. In accordance with SANDAG Bylaws, the election of officers is scheduled for the December Board meeting. Additional nominations from the floor also may be made at the December meeting.

12.

13.
REPORTS (14 through XX)

+14. FOURTH ANNUAL REPORT FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (Hamid Bahadori, ITOC Chair; Charles "Muggs" Stoll)*

Hamid Bahadori, Chair of the Independent Taxpayer Oversight Committee (ITOC), will present the Committee’s annual report for FY 2009.

+15. SECOND READING OF AN AMENDMENT TO ORDINANCE NO. 04-01 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) TO REVISE ENVIRONMENTAL MITIGATION PROGRAM PRINCIPLE NO. 10 (Chair Lori Holt Pfeiler; Rob Rundle)*

The current TransNet Extension Ordinance and Expenditure Plan requires the Board of Directors to act on additional regional funding measures to meet the long-term requirements for implementing habitat conservation plans in the San Diego region no later than six years after the passage of the TransNet Extension. Due to economic conditions and tasks necessary to successfully meet that obligation, at its October 23, 2009, meeting, the Board of Directors, acting as the San Diego Regional Transportation Commission (RTC), conducted the first reading of an amendment to the TransNet Ordinance to extend the deadline by two additional years to 2012. The Board of Directors acting as the RTC is asked to conduct the second reading of the Ordinance amendment and approve the amendment.

+16. FINANCIAL MARKET UPDATE AND REVISION TO FY 2010 TransNet REVENUES AND TRANSPORTATION DEVELOPMENT ACT APPORTIONMENT (Second Vice Chair Jack Dale, Transportation Committee Chair; Marney Cox, Sookyung Kim, and Lauren Warrem)*

On a monthly basis, the Board of Directors has received updates that sales tax revenues continue to be negatively impacted by the ongoing economic conditions. The Transportation Committee recommends that the Board of Directors approve the revised FY 2010 TransNet revenue estimate and Transportation Development Act apportionment. Staff also will brief the Board about the status of the SANDAG variable rate bond program.

+17. 2010 STATE TRANSPORTATION IMPROVEMENT PROGRAM (Second Vice Chair Jack Dale, Transportation Committee Chair; José A. Nuncio)*

The California Transportation Commission (CTC) has released its fund estimate for the 2010 State Transportation Improvement Program (STIP). Due to the decreasing funds available statewide, the 2010 funding cycle will add a very limited amount of funding to the STIP program. The bulk of these funds will be federal Transportation Enhancement funds. The Transportation Committee recommends that the Board of Directors approve the programming and
submission of the 2010 STIP to the CTC in substantially the same form as
described in the report.

+18. FY 2010 BUDGET AMENDMENT: LOCAL GOVERNMENT PARTNERSHIP
AWARD WITH SAN DIEGO GAS & ELECTRIC AND STATE ENERGY
PROGRAM FUNDING OPPORTUNITY (Imperial Beach Mayor
Jim Janney, Regional Planning Committee Chair; Andrew Martin)

The Regional Planning Committee recommends that the Board of Directors
approve an amendment to the FY 2010 Budget to accept up to $1.7 million in
California Public Utilities Commission funding for a Local Government
Partnership with San Diego Gas & Electric. The partnership program will provide
energy planning assistance to enable member agencies to develop “Energy
Roadmaps” to reduce energy use and lower utility bills at existing buildings and
in planned new construction. In addition, several member agencies have
requested that SANDAG submit a regional application for $8 million in State
Energy Program (SEP) funds to develop a whole-building retrofit program to
improve the energy efficiency of residential buildings. The Board is asked to
approve a resolution authorizing SANDAG to submit the SEP funding proposal
on behalf of local governments and other collaborative partners.

+19. 10:30 A.M. TIME CERTAIN: REGIONAL EFFORTS TO TRACK GRAFFITI
(El Cajon Mayor Mark Lewis, Public Safety Committee Chair;
Cynthia Burke)

During July 2009, SANDAG staff surveyed local jurisdictions regarding their use
of any formalized system to document graffiti. A summary of these findings
was prepared for discussion at the September 2009 Chiefs'/Sheriff’s
Management Committee and Public Safety Committee (PSC) meetings. As a
result of this discussion, the PSC requested that the Board of Directors direct
staff to report back on regional efforts to address graffiti, including preparing
cost estimates and the feasibility of regional implementation.

+20. ANNUAL UPDATE ON THE ACTIVITIES OF THE CRIMINAL JUSTICE
RESEARCH DIVISION AND CLEARINGHOUSE (El Cajon Mayor
Mark Lewis, Public Safety Committee Chair; Cynthia Burke)

Since the late 1980s, SANDAG, through the Criminal Justice Clearinghouse, has
tracked regional crime and arrest statistics as well as statistics related to drug
use among the offender population. These data provide timely information for
policymakers and practitioners interested in how crime and law enforcement’s
response varies over time and across jurisdictions. An overview and update of
the activities and accomplishments of the Criminal Justice Research Division and
the Clearinghouse will be provided.
+21. COMPASS CARD UPDATE (James Dreisbach-Towle) INFORMATION

Staff will provide the Board of Directors with an update on recent Compass Card project activities.

+22. CLOSED SESSION-CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - PURSUANT TO GOVERNMENT CODE SECTION 54956.9(A) - SANDAG V. BOARD OF TRUSTEES OF CALIFORNIA STATE UNIVERSITY (CASE NO. 37-2007-00083768-CU-TT-CTL)

23. 

24. 

25. UPCOMING MEETINGS INFORMATION

The next Board of Directors Policy meeting is scheduled for Friday, December 4, 2009, at 10 a.m. The next Board of Directors Business meeting is scheduled for Friday, December 18, 2009, at 9 a.m. Please note that the December Board meetings will be held respectively on the first and third Fridays of the month due to the holiday schedule.

26. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego Regional Transportation Commission item
Possibility of returning tolls to the Coronado bridge being studied

The city of Coronado had a study done on the feasibility and financing of a tunnel under Fourth Street from the San Diego Bay Bridge to North Island Naval Air Station with the goal of relieving rush hour traffic from the end of the bridge in Coronado going west on Third Street in the morning and going east on Fourth Street in the afternoon.

The big issue is the cost of a tunnel could be $600 million and might have to be financed by a $10 toll — $5 each way. One suggestion made was a high toll would only be during rush hours with commuters then paying more than city residents and other people who use the bridge at other times. Coronado’s fiscal benefits from the bridge are a big plus for city finances.

The bridge toll was ended by SANDAG’s board of directors in October 2001 which ended the toll in July 2002. The bridge was approved in November 1966 by Gov. Pat Brown and the California Toll Bridge Authority. Brown was chairman of the CTBA. In December 1966 the toll revenue bonds to finance the bridge were sold. When Ronald Reagan became governor in January 1967, he and his administration took a situation where the bridge was a “done deal” with many problems to resolve. There was litigation filed to stop the bridge, which lost soon after Reagan became governor and was not appealed by the plaintiffs.

I joined the Reagan Administration in January 1967 as assistant secretary and chief deputy of the Business & Transportation Agency. In 1969, after my return to San Diego, I was appointed to the CTBA. The state toll bridges were under our supervision. The haste that Gov. Brown and his team pushed the bridge through did not take care of the needs and there were many problems in the bridge building plan that we discovered. The problems were a toll of 60 cents each way with no lower tolls for commuters, no off-ramps going east from the bridge to connect to Interstate 5 to the south, no lights on the bridge, no safety railings at the off-ramps, Third and Fourth streets not in the State Highway System so Coronado would have to pay for the street maintenance, the important “Nickel Snatcher” pedestrian ferry that transported Navy personnel and civilian workers to North Island had to be eliminated by the covenants in the toll revenue bonds (Brown had promised the North Island Association leaders that the ferry would continue) and the funding to be provided by the bonds did not cover all of the construction costs.

The Reagan Administration was able to solve all the problems except saving the “Nickel Snatcher.” The bonds were unknown owner bearer bonds and the necessary two-thirds vote to approve the continuation of the ferry could not be found. The toll for commuters was dropped to 45 cents each way when the bridge opened and later to 35 cents. Gov. Reagan and his CTBA set up a plan to make the bridge toll free by buying bonds with excess toll revenues collected by keeping the 60-cent toll (bonds were paid off in 1996).

Six former Reagan appointees in the Business & Transportation Agency and CalTrans during Reagan’s eight years in office all lived in San Diego when SANDAG took over control of the toll revenues. The six of us teamed up with the working commuters, the Taxpayers Association and others to urge the SANDAG vote. Now SANDAG will again be the main decision maker as to whether the toll will be returned on the bridge with state legislation also probably needed. There have been no meetings on the toll issue at SANDAG yet. There have been public meetings set up by the city of Coronado.

The working people who cannot afford to live in Coronado (median 2009 home prices are $302,500 higher than La Jolla) are concerned. Since re-bonding the bridge would probably be the best and only source for financing, a $10 toll ($5 each week, which is not tax deductible) is really scary. Workers and Navy personnel at the bases want traffic solutions other than bridge tolls. Also, businesses like the many small restaurants are concerned. One letter to the editor in the Coronado paper by a person who frequently goes to Coronado to eat meals called the possible bridge toll “Coronado’s Death Wish” saying that many people would no longer go to Coronado to shop, eat, etc.

In conclusion, things have not heated up yet but they will if the tunnel idea proceeds. One working commuter told me that with a big toll like $10 round trip many drivers will go “toll free” by going south on I-5, then go west on SR 75 to Imperial Beach and then drive up through the Silver Strand to Coronado and on to North Island. This traffic could be heavy through Imperial Beach.

We will watch the situation and hope that Coronado will work with the Navy to explore other ideas like more “Park & Ride” ideas with parking on the San Diego side of the bay and the possibility of not only using buses but also commuting to North Island on a ferry like the “Nickle Snatcher,” which picked up passengers at the area that is now “Seaport Village.” How about some parking at the Submarine Base near Point Loma, which is right across the bay from North Island and then take a ferry to the base? Some other creative ideas for traffic relief are being thought about. It would be a shame to bring back the tolls on the bridge. In addition to costs to working commuters it would probably hurt Coronado businesses like getting fewer major events at the three large hotels.

Schmidt is a retired banker and attorney who is active with the chamber and in civic affairs in transportation, housing and sports. He also serves on three public boards and was Gov. Reagan’s appointee to three positions in state government.

Source Code: 20090701tzg
Public interest says let's fight the desalination opponents

It has been very discouraging in recent days to read articles, an editorial and letters to the editor, including those in the Daily Transcript on the attacks against Poseidon's Carlsbad desalination plant. The terrible thing is that the opposition attorneys have just filed their fifth lawsuit against the Carlsbad Desalination Plant.

The first four lawsuits were dismissed. The writings indicate that the goal of the opponents is to mess up the badly needed project with the hope that Poseidon will either want to give up or have to give up because of the costs of the long delay, delay, delay situation, which is now over 10 years.

This writer recently saw a television interview with the owner of farm property in the Fresno area where he told about how he cannot plant things on most of his property because of the cutbacks in water, due to the continual fighting over delivery of water from Northern California. He mentioned how he and other farmers have had to lay off most of their staff and that farm worker unemployment in the Central Valley of California is enormous because of the water problem. Our San Diego County Farm Bureau members face the same situation. The governor has been battling legislators on this issue and the environmental groups continue to fight important changes and the fixing of problems that will allow more water to flow to Central and Southern California.

This writer attended the Coastal Commission hearings on the Carlsbad Desalination Plant. Fortunately, the Commission approved the project on an 8-2 vote over the strong objections and opposition of the staff of the Commission. The staff has continued to find ways to delay the project. When you see the name "Carlsbad" as the name of the plant, one needs to be aware that eight water districts will receive water from the project, including 180,000 people in the Sweetwater Authority District, which serves National City, Bonita and parts of Chula Vista. Sweetwater is a long way from Carlsbad.

Our San Diego region is at the end of the line with minimal sources of water. The city of San Diego and our water districts continue to inform the public about rate increases, water cutbacks and the need and directions to cut back on the use of water. The Carlsbad plant is not only a must for our region but it should just be the start of our San Diego area getting several more desalination plants. Why not? The water is right next door. There are a number of plants in California. A second San Diego County plant is being proposed for Camp Pendleton. We can and must get more water from the ocean and lead the way to help end our current scary water situation.

One reason this writer was and is a strong supporter of the desalination idea is the horrible story situation I saw in Monterey about 30 years ago. As part of a group attending a trip for business groups, a lot of us played golf and were shocked to see the golf course. The area had severe water problems. Each fairway had a strip of land covered with grass about five yards wide that was watered. The other areas, except the greens, were not watered. Each golfer would hit the ball down the fairway and then pick up the ball and drop it in the five-yard area to then hit his next shot. Some friends in Santa Barbara told me about the same time that they were not allowed to water their lawns and that a company that sprayed lawns green made a lot of money. Santa Barbara was not in the state water project because of environmental opposition. This situation was corrected later.

In addition to joining the fight to continue to have water sent to us from Northern California, two additional things need to be considered for our region and all of our local state legislators should team up to help San Diego. First is the Coastal Commission staff is a real problem, as it seems to oppose everything. The governor has no control over the commission staff and only gets to appoint four of 12 commissioners and none of the staff. If he can line item veto the monies for the commission staff, then it should be considered. Then at a later time, after they are laid off, the funding can be returned and a new staff can then be selected by the commission to provide a positive approach for coastal oversight.

The second issue is litigation. Unfortunately frivolous litigation in California is easy and lawsuits like the one against the Carlsbad project do not require the litigators or their clients, when they lose, to pay all of the legal fees and damages to those who they attack in the litigation. Now sometimes there can be some minor recoveries of costs and losses but not all. This writer is not an expert in this area, so others who know the unfairness of some attacks need to help with ideas. The fifth lawsuit by the same plaintiffs in the Poseidon case should require them to pay for all of Poseidon's legal fees and costs of delay. Is it possible?

The bottom line for San Diego is that we are at the end of the line for water. The problems of water delivery from the north and being able, with desalination, to use the ocean water (which is right next door) are major issues for our region. Something has to be done and must be done, otherwise our San Diego region is going to be hurt badly. Without an adequate water supply, San Diego faces a future where the ballgame may be over. Let's fight and help. Being able to water our lawns is a must!

Schmidt is retired banker and attorney, active in civic affairs including transportation, housing and sports, and with two major Chambers of Commerce. He also served as Gov. Reagan's appointee to three positions in state government.
November 9, 2009

Statement from John Lee Evans, San Diego Unified Trustee, District A

"Rose Canyon is next to our community's high school and a high speed train route would cause irreparable damage. Furthermore, we have three elementary schools and a middle school that take advantage of our beautiful natural park in Rose Canyon for real-life environmental studies. Our community cannot afford to lose this precious resource. As the University City representative to the San Diego Unified School Board, I urge the University Planning Group to actively oppose routing high speed trains through Rose Canyon. We can only teach our students to protect our natural environment if we are doing that ourselves."

-John Lee Evans, San Diego Unified School District Trustee
Memo: Re SANDAG Comment Letter to the High Speed Rail Authority
To: Members of the Executive Committee and Linda Culp
From: Deborah Knight, Friends of Rose Canyon
November 12, 2009

Members of the Executive Committee:
I urge you to add to SANDAG’s scoping comment letter to the High Speed Rail Authority the following comments:

1. To recommend elimination of any route through Rose Canyon due to the high level of impacts on Rose Canyon Open Space Park, Rose Creek and the MHPA. This should include elimination of the route identified in the Program EIR heading west from I-15 via Carroll Canyon or Miramar Road, then entering Rose Canyon off Miramar Road, continuing along the existing rail line and turning south along Rose Creek just east of I-5. This recommendation includes elimination of any tunnel that exits into Rose Canyon east of or at the Elvira curve.

2. To recommend study of routes that continue down the I-15, including a station alternative at Qualcomm Stadium.

These two recommendations would benefit SANDAG:
- The I-15 corridor alignment would benefit SANDAG’s projects for the Midcoast Corridor and double-tracking of the existing tracks by removing the complexity of adding the High Speed Rail line into the mix in this already constrained alignment.
- The HSR could eliminate consideration of a very costly HSR tunnel under University City and instead use HSR funds toward an alignment down the I-15 that could have many advantages.

These two recommendations would benefit the HSR project and resolve major environmental and community conflicts:
Eliminating the route through Rose Canyon would mean spending no more time or money on a route that has two major problems that the Program EIR failed to recognize:
- One is that most of Rose Canyon and some of Carroll Canyon are in the MSCP.
- Another problem not recognized by the HSR PEIR is that Rose Canyon Open Space Park is dedicated parkland. The Program EIR states: “Parks are generally not compatible with rail projects of this type due to the probability of noise impacts, visual impacts, and other potential direct and indirect impacts.” This project would destroy what makes Rose Canyon a park. It would mean 134 trains a day, poles and wires for the overhead electrification, 12’ high chain link security fences. People from all over San Diego come to Rose Canyon Park to run, hike and bike and enjoy an escape to nature. Two elementary schools, a middle school and high school are within walking distance and use the park for no-cost field trips and environmental science classes. It is no wonder that the proposal to destroy the park has ignited so much outrage. Eliminating the route through Rose Canyon and studying the I-15 alignment makes sense for SANDAG, for the HSR Authority, and for the many people who don’t oppose high speed rail, but do oppose the alignment through Rose Canyon.
Additional Information

Statement by John Lee Evans, San Diego Unified Trustee, District A
"Rose Canyon is next to our community's high school and a high speed train route would cause irreparable damage. Furthermore, we have three elementary schools and a middle school that take advantage of our beautiful natural park in Rose Canyon for real-life environmental studies. Our community cannot afford to lose this precious resource. As the University City representative to the San Diego Unified School Board, I urge the University Planning Group to actively oppose routing high speed trains through Rose Canyon. We can only teach our students to protect our natural environment if we are doing that ourselves." -John Lee Evans, San Diego Unified School District Trustee

Rationale for elimination of route through Rose Canyon and support for full study of an alignment continuing down I-15 to Qualcomm stadium.

a. A significant portion of this route is through or immediately adjacent to the MHPA (the City of San Diego’s MSCP). MHPA lands include most of Rose Canyon from I-805 all the way to SR-52, Marion Bear Park, and some of Carroll Canyon. The HSR Program EIR failed to make any mention of the MHPA.

b. The route would severely impact the entire Rose Canyon Open Space Park. South of SR-52 this route would also severely impact Rose Creek and Marion Bear Park. The HSR PEIR stated: "Parks are generally not compatible with rail projects of this type due to the probability of noise impacts, visual impacts, and other potential direct and indirect impacts." (LA to San Diego via Inland Empire, Land Use Technical Evaluation, p. 37) The HSR PEIR failed to identify Rose Canyon as a park.

c. The route runs adjacent to University City High School. The HSR PEIR failed to identify the high school’s location adjacent to the route through Rose Canyon. In fact, the HSR PEIR wrongly stated that the high school was adjacent to SR-52, and cited the school’s presence as one reason to eliminate the alternative along SR-52.

d. The Rose Canyon route for HSR greatly complicates planning for the Midcoast corridor project and double tracking of the existing tracks from the Elvira curve south along Rose Creek. A HSR route down the I-15 would eliminate or ease these problems, which include:
- the difficulty with HSR trains negotiating the Elvira curve
- the complex and constricted crossing under the SR-52/I-5 interchange to accommodate the HSR, the trolley, and double-tracking the existing tracks
- the constricted ROW and environmental issues for these three projects along Rose Creek south of SR-52

e. Elimination of any consideration of a major tunnel under University City would have major benefits for the HSR project as a whole. The funds could be better spent on a shorter, straighter, quicker alignment continuing down I-15 and leading to a terminal station either at Qualcomm Stadium or at another location.
f. The I-15 to Qualcomm alignment should be fully evaluated as it was shown in the PEIR to have significant advantages over an alignment via Carroll Canyon or Miramar Road through Rose Canyon:
   - higher ridership (350,000 more intercity passengers a year – intercity passengers being those traveling between major metropolitan areas, the key riders for HSR)
   - less cost, less noise impact, fewer visual and aesthetic impacts

g. The HSR PEIR eliminated the alignment from I-15 along SR-52 to I-5 for many of the reasons that are also true of the Rose Canyon alignment.
The Program EIR rejected the I-15 to Coast via SR-52 alternative for a number of reasons, most of which also apply to the route through Rose Canyon (See PEIR “Alternatives: p. 2-77”) These include: Considerable curves in the alignment, a constrained right of way in a densely developed area, the alignment would cross a high school, residential areas, and Marion Bear Park along SR 52. (The Program EIR failed to identify Rose Canyon as a park and erred in referring to the high school that would be impacted: it is presumably University City High School which is adjacent to Rose Canyon, not Marion Bear Park/SR 52)

8. Rose Canyon, Marian Bear Memorial Park and Carroll Canyon are all in the MHPA
See p. 18-20 of City of San Diego MSCP Subarea Plan:
http://www.sandiego.gov/planning/mscp/docmaps/index.shtml, click on “Documents and Maps: (items have been bolded in this excerpt to highlight their relevance)

“The urban habitat areas within the City’s MHPA include existing designated open space such as Mission Bay, Tecolote Canyon, Marian Bear Memorial Park, Rose Canyon, San Diego River, the southern slopes along Mission Valley, Carroll and Rattlesnake Canyons, Florida Canyon, Chollas Creek and a variety of smaller canyon systems dispersed throughout the more urban areas of the City. These areas contain a mix of habitats including coastal sage scrub, grasslands, riparian/wetlands, chaparral, and oak woodland. The lands are managed pursuant to existing Natural Resource Management Plans, Landscape Maintenance Districts, as conditions of permit approval, or are currently unmanaged. The areas also contribute to the public’s experience of nature and the local native environment.
Covered species found in these areas include Orcutt’s brodiaea, wart-stemmed ceanothus, short-leaved dudleya, San Diego button-celery, San Diego barrel cactus, willowy monardella, San Diego goldenstar, snake cholla, California gnatcatcher, least Bell’s vireo, California least tern, Belding’s savannah sparrow, coastal cactus wren, western snowy plover, light-footed clapper rail, mule deer, and orange-throated whiptail.”
November 12, 2009

SANDAG Executive Committee  
401 B Street, Suite 800  
San Diego, CA 92101-4231

Dear Chair Pfeiler & Honorable Committee Members:

Subject: SANDAG Comments to the California High-Speed Rail Authority on the Notice of Preparation for the Los Angeles to San Diego via Inland Empire Section Project EIR/EIS

At your meeting tomorrow, you will consider comments from SANDAG to the California High-Speed Rail Authority (CHSRA) on a high-speed train (HST) corridor through our region (Item 4).

We appreciate that your draft comments include a pledge from SANDAG to continue to support the state’s efforts to plan, design, and construct an HST corridor through our region, and to work cooperatively to move forward with a project level EIR/EIS and implementation of the corridor. HST will bring many benefits to our region, including 45,250 more jobs by 2030, economic stimulus, decreased demand for auto travel, and an overall reduction in carbon emissions.

We respectfully request that the following comments also be included in your letter:

- An alignment alternative along I-15 to a station alternative at Qualcomm Stadium should be included in the process.

The CHSRA’s own 2005 program EIR/EIS demonstrated that this alignment is cheaper to build, faster to the region, and will attract more intercity passengers than the Carroll Canyon or Miramar Road alignments. This alignment was also shown to have lower potential impacts to aesthetic, visual, cultural, and paleontological resources. Moreover, a stop at Qualcomm is more...
centrally located in the San Diego region and provides opportunities for Smart Growth and redevelopment. This route does not preclude a final stop at Lindbergh Field or downtown San Diego. The corridor could also be continued to the international border.

○ **Summary of comments received at local public scoping meetings, including those which the CHSRA has acknowledged receiving.**

While these comments were also collected by the CHSRA, SANDAG represents the citizens of our region and its comments ought to reinforce and reflect their views. According to your backup material for Item 4, public comments at local scoping meetings “focused on concern for the proposed alignment through Rose Canyon in University City, potential traffic impacts near stations, and the need for additional construction along the Interstate 15 corridor.” At the November 10th University Community Planning Group meeting, CHSRA officials said that major themes of public comments they have received so far are to consider the I-15 corridor to Qualcomm, and concerns regarding Rose Canyon, property impacts, earthquake safety, and financing. Most of these comments are not currently reflected in your letter, and we believe they should be included.

○ **A corridor to the border should be studied as a part of the project level EIR/EIS.**

At this stage in the environmental process, we believe that a continuation of the I-15 corridor route to the border should be included in the evaluation. HST presents a remarkable opportunity to partner binationally to bring progress to our entire region. Building HST to the border will provide redevelopment opportunities and economic growth in Otay Mesa, San Ysidro, and the South Bay area. An HST station at Rodriguez International Airport could be a part of a larger plan for a binational regional airport.

Thank you for your consideration, and we look forward to working with you to bring HST to our region.

Sincerely,

Sherri S. Lightner  
Councilmember, First District  
The City of San Diego

Donna Frye  
Councilmember, Sixth District  
The City of San Diego
November 12, 2009

SANDAG Executive Committee,

Re: California High Speed Rail Authority Recommendations for the San Diego HSR Route and Stations

Dear Executive Board Members,

The Endangered Habitats League supports the effort to implement a high-speed rail system under consideration by the state. We have reviewed the proposed routes for San Diego and would like to offer the following comments for your consideration:

Of the alternatives proposed, we feel that the I-15 route to Qualcomm Stadium route would provide the greatest benefits and best meet project objectives of highest intercity ridership and lowest cost. Additionally, this route would have the lowest environmental and community impacts due to its association with an existing major transportation corridor. A complete study of this route, including connections to the border, should be included in the project EIR analysis.

We do not support the Carroll Canyon/Miramar Road route due to MSCP impacts at Rose Canyon and/or the expensive tunneling that would be required to implement this alternative.

Thank you for your consideration.

Michael Beck
San Diego Director