Board Members

Jack Dale, Chair  
Councilmember, City of Santee  
(Representing East County)

Jim Janney, First Vice Chair  
Mayor, City of Imperial Beach  
(Representing South County)

Don Higginson, Second Vice Chair  
Mayor, City of Poway  
(Representing North County Inland)

Matt Hall  
Mayor, City of Carlsbad  
(Representing North County Coastal)

Vacant  
City of San Diego

Greg Cox  
Chairman, County of San Diego

Board Alternates

Terry Sinnott  
Mayor, City of Del Mar  
(Representing North County Coastal)

Art Madrid  
Mayor, City of La Mesa  
(Representing East County)

Ron Morrison  
Mayor, City of National City  
(Representing South County)

Chris Orlando  
Councilmember, City of San Marcos  
(Representing North County Inland)

Marti Emerald  
Councilmember, City of San Diego

Sherri Lightner  
Councilmember, City of San Diego

Bill Horn  
Supervisor, County of San Diego

Gary L. Gallegos  
Executive Director, SANDAG

EXECUTIVE COMMITTEE AGENDA

Friday, November 1, 2013  
9 to 10 a.m.  
SANDAG, 7th Floor Conference Room  
401 B Street  
San Diego

AGENDA HIGHLIGHTS

• PROPOSED FY 2014 PROGRAM BUDGET AMENDMENTS: CALTRANS TRANSPORTATION PLANNING GRANTS

• DRAFT 2014 LEGISLATIVE PROGRAM

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.
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 the Clerk of the Committee seated at the front table. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Executive Committee may take action on any item appearing on the agenda.

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请在会议前至少 72 小时打电话 （619）699-1900 提出请求。
## EXECUTIVE COMMITTEE
Friday, November 1, 2013

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<tbody>
<tr>
<td>+1.</td>
<td>APPROVAL OF OCTOBER 11, 2013, MEETING MINUTES</td>
</tr>
<tr>
<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
</tr>
</tbody>
</table>

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.

### REPORTS (3 through 6)

| +3. | PROPOSED FY 2014 PROGRAM BUDGET AMENDMENTS: CALTRANS TRANSPORTATION PLANNING GRANTS (Tim Watson, Miriam Kirshner) | APPROVE |
| +4. | DRAFT 2014 LEGISLATIVE PROGRAM (Jaymie Bradford) | DISCUSSION/POSSIBLE ACTION |

Caltrans recently announced the award of the 2013-2014 Caltrans Transportation Planning Grants for four SANDAG projects. The Executive Committee is asked to approve the proposed amendments to the FY 2014 Program Budget and Overall Work Program, in substantially the same form as attached, and accept $418,407 in Caltrans Transportation Planning Grant funding.

| +5. | REVIEW OF DRAFT BOARD AGENDAS (Renée Wasmund) | APPROVE |
| +A. | Draft Board Business Agenda - November 15, 2013 |
| +B. | Draft Board Policy Agenda - December 6, 2013 |

| +6. | PROPERTY ASSESSED CLEAN ENERGY OR “PACE” PROGRAM (Rob Rundle) | DISCUSSION/POSSIBLE ACTION |

Property Assessed Clean Energy or “PACE” programs allow local government entities to offer sustainable energy project loans to eligible property owners. This report will provide an overview of the program and SANDAG’s potential role, if any.
7. **CONTINUED PUBLIC COMMENTS**

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

8. **UPCOMING MEETINGS**

The next meeting of the Executive Committee is scheduled for Friday, December 6, 2013, at 9 a.m. (first Friday due to the holiday schedule).

9. **ADJOURNMENT**

*next to an agenda item indicates an attachment*
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
OCTOBER 11, 2013

Chairman Jack Dale (East County) called the meeting of the SANDAG Executive Committee to order at 9:00 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF THE SEPTEMBER 13, 2013, MEETING MINUTES

Action: Upon a motion by Mayor Matt Hall (North County Coastal) and a second by Councilmember Chris Orlando (North County Inland), the minutes of the September 13, 2013, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

CONSENT (3)

3. LEGISLATIVE STATUS REPORT (INFORMATION)

Periodic status reports on legislative activities are reported to the Executive Committee throughout the year. This report provided a summary of the various state and federal activities.

Action: Consent Item 3 was provided for information.

REPORTS (4 through 6)

4. ANNUAL REVIEW AND PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS (DISCUSSION/POSSIBLE ACTION)

John Kirk, General Counsel, presented the proposed amendments to the Board Policies and the Interest Rate Swap Policy, and reviewed the annual delegation of authority to the Executive Director.

Action: Upon a motion by Councilmember Marti Emerald (City of San Diego) and a second by Second Vice Chair Don Higginson (North County Inland), the Executive Committee: (1) recommended that the Board of Directors approve the proposed amendments, as amended; (2) recommended that the Board of Directors renew the annual delegation of authority to the Executive Director pursuant to Board Policy No. 003: Investment Policy; and (3) recommended that
the Board of Directors renew its approval of Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy, as amended.

5. REVIEW OF DRAFT BOARD AGENDAS (APPROVE)

Renee Wasmund, Chief Deputy Executive Director, presented the draft agenda for the October 25, 2013, Board Business meeting, and stated that currently there were no agenda items for the November 1, 2013, Board Policy meeting; but staff does not recommend canceling this meeting until after the Board of Directors meeting on October 25, 2013.

Action: Upon a motion by Councilmember Emerald and a second by Mayor Hall, the Executive Committee approved the draft agenda for the October 25, 2013, Board of Directors meeting, as amended.

6. SERVICE BUREAU FY 2013 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.

Cheryl Mason, Senior Research Analyst, presented a summary of the Service Bureau activities during FY 2013.

Action: This item was presented for information.

7. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

8. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, November 1, 2013, at 9 a.m. (first Friday due to the Thanksgiving holiday).

9. ADJOURNMENT

Chairman Dale adjourned the meeting at 9:50 a.m.

Attachment: Attendance sheet
<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>PRIMARY/ ALTERNATE</th>
<th>ATTENDING</th>
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</thead>
<tbody>
<tr>
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<td>City of Poway</td>
<td>Don Higginson, 2nd Vice Chair</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of San Marcos</td>
<td>Chris Orlando</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>City of Carlsbad</td>
<td>Matt Hall</td>
<td>Primary</td>
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<td></td>
<td>City of Del Mar</td>
<td>Terry Sinnott</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
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<td>South County</td>
<td>City of Imperial Beach</td>
<td>Jim Janney, 1st Vice Chair</td>
<td>Primary</td>
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<td></td>
<td>City of National City</td>
<td>Ron Morrison</td>
<td>Alternate</td>
<td>Yes</td>
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<td>East County</td>
<td>City of Santee</td>
<td>Jack Dale, Chair</td>
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</tr>
<tr>
<td></td>
<td>City of La Mesa</td>
<td>Art Madrid</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego</td>
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<td>Primary</td>
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<td></td>
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<td>Marti Emerald</td>
<td>Alternate</td>
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</tr>
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<td></td>
<td>—</td>
<td>Sherri Lightner</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>—</td>
<td>Greg Cox</td>
<td>Primary</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>—</td>
<td>Bill Horn</td>
<td>Alternate</td>
<td>No</td>
</tr>
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PROPOSED FY 2014 PROGRAM BUDGET AMENDMENTS: CALTRANS TRANSPORTATION PLANNING GRANTS

Introduction

In August and September 2013, Caltrans announced the award of four new transportation planning grants to SANDAG, totaling $418,407. Acceptance of the awards would require various amendments to the FY 2014 Program Budget and Overall Work Program to incorporate the new grant funding and required matching funds. Planning work on these new projects will commence in FY 2015 – FY 2016; however, Caltrans requires SANDAG to accept the grants now so that they can encumber the funds this fiscal year. The Executive Committee has authority to approve budget amendments of up to $500,000 for each work element.

Discussion

Table 1 below lists the title of each awarded project, the award amount, the work element number, and the proposed changes.

Table 1. Caltrans FY 2014 - 2016 Transportation Planning Grant Awards to SANDAG

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Amount Awarded</th>
<th>FY 2014 Work Element Number</th>
<th>Proposed Change</th>
</tr>
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<tbody>
<tr>
<td>1. Airport Transit Plan Phase II</td>
<td>$88,504</td>
<td>31014.00</td>
<td>Add new work element: FY 2014 - FY 2016 grant funding</td>
</tr>
<tr>
<td>2. Active Traffic and Demand Management Strategy</td>
<td>$130,000</td>
<td>33107.10</td>
<td>Add new work element: FY 2014 - FY 2016 grant funding</td>
</tr>
<tr>
<td>3. San Diego Transit Planning Internship Program</td>
<td>$40,000</td>
<td>33206.00</td>
<td>Amend existing work element: FY 2014 - FY 2016 grant funding</td>
</tr>
<tr>
<td>4. Mobility Solutions for Environmental Justice Communities</td>
<td>$159,903</td>
<td>33212.00</td>
<td>Add new work element: FY 2014-2016 grant funding</td>
</tr>
<tr>
<td>Grant Award Totals</td>
<td>$418,407</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Recommendation

The Executive Committee is asked to approve the proposed amendments to the FY 2014 Program Budget and Overall Work Program, in substantially the same form as shown in Attachments 1 through 4, and accept $418,407 in Caltrans Transportation Planning Grant funding.
Each of the projects selected for a grant award was included in the pending discretionary grant section of the FY 2014 Program Budget. All are multiyear efforts that must be completed prior to February 29, 2016. The grants also require a local match. The required matching funds are proposed to be programmed as part of the FY 2015 budget cycle. The proposed amendments to the FY 2014 Program Budget (Attachments 1 through 4), including required matching funds, are discussed in further detail below.

**New and Amended Work Elements**

**Airport Transit Plan Phase II – New Work Element 31014.00** (Attachment 1)

This project consists of conducting additional analysis and planning related to the remote terminal locations for potential airport access shuttle bus routes that were identified in the San Diego International Airport Transit Plan along the Interstate 15 and Interstate 5 corridors. The grant funds would be passed through and matching funds would be provided by the San Diego County Regional Airport Authority to conduct this analysis.

The project will include the preparation of a refined remote terminal location map, costs, and a detailed route plan. This effort will be based on the recommended transit improvements identified in the Airport Transit Plan prepared by the Airport Authority as part of the Airport Master Plan, certified in May 2008. This project also will include a geographic-based survey on airport passenger demand areas and development of a financial analysis associated with the implementation of each recommended transit improvement. Any future bus or shuttle services that are provided exclusively to airport passengers and employees would be funded and operated by the Airport Authority.

Overall project objectives resulting from the implementation of the Airport Transit Plan are to: (1) increase airport transit ridership from 1.2 to 5 percent; (2) enhance airport and regional mobility; reduce airport, City of San Diego, and San Diego region vehicular traffic congestion; (3) provide remote terminal bus service to and from the airport that will offer an alternative to using a single occupant vehicle; and (4) assist in reducing greenhouse gas emissions associated with the operation of the airport.

**Active Traffic and Demand Management Strategy for Interstate 805 South – New Work Element 33107.10** (Attachment 2)

The project will develop an Active Traffic and Demand Management (ATDM) Plan for the southern portion of Interstate 805 (I-805) in the San Diego region. The ATDM Plan will evaluate the full range of available demand management and traffic management strategies and integrate select strategies into a holistic framework for managing the corridor. The ATDM strategy will be integrated into the I-805 South Project to support the investment in Express Lanes and Bus Rapid Transit. The required matching funds of $32,500 are proposed to be programmed as part of the FY 2015 budget cycle.

**Transit Planning Internship – Amended Work Element 33206.00** (Attachment 3)

This work element will continue a successful collaborative project among San Diego State University, SANDAG, and the region’s transit agencies to train three interns in transit planning. Internship experience will include service and long-range planning, development review, and public
meetings and outreach. An intern will be hired at Metropolitan Transit System, North County Transit District, and SANDAG.

An amendment to existing work element 33206.00 (Transit Planning Internship) is proposed. This is an ongoing program, with the expenditure of this new grant anticipated to begin in July 2014 and last through September 2016. The required matching funds of $5,182 are proposed to be programmed as part of the FY 2015 budget cycle.

Mobility Solutions for Environmental Justice Communities – New Work Element 33212.00 (Attachment 4)

Various communities have been identified in both the Coordinated Plan and the 2050 Regional Transportation Plan as “communities of concern.”¹ The Coordinated Plan for the San Diego region identifies existing gaps and transportation needs for individuals deemed as transportation-disadvantaged, including the needs of low-income individuals, who historically have high usage of public transit, ridesharing, and active transportation. This work element will enable greater public outreach and survey research to aid in the development of the Coordinated Plan. The project will focus on the City Heights community study area. Efforts will be focused on identifying key barriers to using public transit and participation in Active Transportation and TDM programs, identifying potential demand and unmet needs’ and evaluating potential solutions. The required matching funds of $17,767 are proposed to be programmed as part of the FY 2015 budget cycle.

Next Steps

Upon approval by the Executive Committee, staff will coordinate with Caltrans District 11 to amend the FY 2014 Program Budget to accept the Caltrans Transportation Planning Grant funds.

ANDRÉ DOUZDJIAN
FINANCE DIRECTOR

Attachment(s): 1. Airport Transit Plan Phase II – New Work Element 31014.00
2. Active Traffic and Demand Management Strategy for Interstate 805 South – New Work Element 33107.10
3. Transit Planning Internship – Amended Work Element 33206.00
4. Mobility Solutions for Environmental Justice Communities – New Work Element 33212.00

Key Staff Contact: Tim Watson, (619) 699-1966, timothy.watson@sandag.org
Miriam Kirshner, (619) 699-6995, miriam.kirshner@sandag.org

¹ “Communities of concern” are defined as communities that fall under certain thresholds using the following categories: low-income, minority, low mobility, and/or having low community engagement.
WORK ELEMENT: 31014.00 NEW - Airport Transit Plan - Phase II
FY 2014 BUDGET: $0
AREA OF EMPHASIS: Sustainable Mobility Programs and Services

New OWP Project: New Grant Award

<table>
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<tr>
<th>Funds Source</th>
<th>Prior</th>
<th>FY 2014</th>
<th>FY 2015 - 2016</th>
<th>Total</th>
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<td>Statewide Transit Planning Grant (5304)</td>
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<td><strong>$88,504</strong></td>
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Note: Local In-Kind contribution of $11,496 will be provided by the San Diego Regional Airport Authority (SDRAA).

<table>
<thead>
<tr>
<th>Funds Application</th>
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<tr>
<td>Pass Through to Other Agencies</td>
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* No legal or communication services are anticipated for this work element.

**OBJECTIVE**

Overall project objectives resulting from the implementation of the Airport Transit Plan are to: (1) Increase Airport transit ridership from 1.2 to 5 percent; (2) enhance Airport and regional mobility; reduce Airport, City of San Diego, and San Diego region vehicular traffic congestion; (3) provide remote terminal bus service to and from the Airport that will offer an alternative to using a single occupant vehicle; and (4) assist in reducing greenhouse gas emissions associated with the operation of the Airport. Emphasis in FY 2014 will be to do the pre-planning necessary to begin Airport Transit Plan activities in July 2014.

**PREVIOUS ACCOMPLISHMENTS**

Work accomplished in Phase I of the Airport Transit Plan includes a list of 25 transit recommendations along with responsibility for implementation and timeframes for implementation.

**Project Manager:** Kirshner, Miriam

**Committee(s):** Transportation Committee

**Working Group(s):** None
### FUTURE ACTIVITIES

#### PRODUCTS, TASKS, AND SCHEDULES

<table>
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<tr>
<th>Task No.</th>
<th>% of Effort</th>
<th>Task Description / Product / Schedule</th>
</tr>
</thead>
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| 1        | 2           | Task Description: Project Start-Up  
                      Product: RFP  
                      Form review committee  
                      Completion Date: 8/29/2014 |
| 2        | 5           | Task Description: SANDAG Oversight  
                      Product: Grant Contract  
                      Quarterly Reports  
                      Invoices  
                      Completion Date: 2/29/2016 |
| 3        | 3           | Task Description: Agency Coordination  
                      Product: Contact List  
                      Meeting Schedule  
                      Activity Log  
                      Completion Date: 2/29/2016 |
| 4        | 20          | Task Description: Research Financing Options  
                      Product: Memo on financing options  
                      Completion Date: 2/29/2016 |
| 5        | 42          | Task Description: Implementation Plan  
                      Product: Implementation Plan Report  
                      Completion Date: 2/29/2016 |
| 6        | 5           | Task Description: GHG Consistency Analysis  
                      Product: Status Report on AQMP  
                      Completion Date: 2/29/2016 |
| 7        | 23          | Task Description: Financial Analysis  
                      Product: Draft financial Analysis  
                      Final Financial Analysis  
                      Completion Date: 2/29/2016 |

**Note of Explanation:** This project is being added as a result of a newly awarded Caltrans Planning grant, with local funds provided by the Airport Authority. This grant will help the San Diego County Regional Airport Authority (SDCRAA) to continue the preparation of an Airport Transit Plan (ATP) to further implement recommended transit improvements of the ATP that include areas in the vicinity of the Airport and the San Diego region. The ATP will analyze and evaluate potential remote terminal locations in areas that can be used by airport passengers and employees travelling to and from San Diego International Airport.
WORK ELEMENT: 33107.10 NEW - Active Traffic & Demand Management Strategy for I-805 South

FY 2014 BUDGET: $0

AREA OF EMPHASIS: Sustainable Mobility Programs and Services

New OWP Project: New Grant Award

<table>
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<th>Funds Source</th>
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<th>FY 2015 - 2016</th>
<th>Total</th>
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* No legal services are anticipated for this work element.

OBJECTIVE

The project will develop an Active Traffic and Demand Management (ATDM) Plan for the southern portion of Interstate 805 (I-805) in the San Diego region. The ATDM Plan will evaluate the full range of available demand management and traffic management strategies and integrate select strategies into a holistic framework for managing the corridor. The ATDM strategy will be integrated into the I-805 South Project to support the investment in Express Lanes and Bus Rapid Transit.

PREVIOUS ACCOMPLISHMENTS

This is a new project within the Transportation Demand Management Program.

Project Manager: Filippelli, Maria
Committee(s): Transportation Committee
Working Group(s): Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee, San Diego Traffic Engineers' Council
# Future Activities
## 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        | 4           | **Task Description:** Procure consultant  
**Product:** Consultant Task Order or contract  
**Completion Date:** 7/31/2014 |
| 2        | 21          | **Task Description:** Identify stakeholders, needs, goals, performance metrics  
**Product:**  
- Documentation of stakeholder outreach within the I-805 corridor and service area, including communities of concern;  
- Description of project goals and how the goals address the key stakeholder needs;  
- Performance objectives that are specific and measurable;  
**Completion Date:** 2/28/2015 |
| 3        | 15          | **Task Description:** Inventory the existing and planned assets, resources, and capabilities of the corridor  
**Product:**  
- Inventory of existing and planned assets and condition of those assets;  
- Description of the resources and capabilities that can be leveraged and expanded on for ATDM  
**Completion Date:** 3/31/2015 |
| 4        | 25          | **Task Description:** Identify, define, analyze and select a range of appropriate ATDM strategies  
**Product:**  
- Description of individual ATDM techniques;  
- Proposed package of ATDM strategies for the corridor;  
- Description of how the proposed strategies address the stated goals and objectives;  
- Description of how the planned improvements integrate with the Regional ITS architecture;  
- Explanation of capital and annual Operating & Maintenance costs for the selected strategies  
**Completion Date:** 5/31/2015 |
| 5        | 5           | **Task Description:** Identify any institutional and organizational obstacles  
**Product:**  
- Description of the likely institutional and organizational barriers;  
- Recommendations for addressing those barriers  
**Completion Date:** 5/31/2015 |
| 6        | 5           | **Task Description:** Project Kick-off Meeting and Establish a Project Advisory Group  
**Product:**  
- Meeting agendas and notes from kick-off meeting and project advisory meetings;  
- List of advisory group members  
**Completion Date:** 9/30/2015 |
| 7        | 20          | **Task Description:** Develop an ATDM Concept of Operations  
**Product:**  
- Concept of operations for the south portion of 805  
**Completion Date:** 9/30/2015 |
| 8        | 3           | **Task Description:** Project Close-out  
**Product:**  
- Project close-out report  
- Summary presentation  
**Completion Date:** 10/30/2015 |
| 9        | 2           | **Task Description:** Project Administration  
**Product:**  
- Invoices  
- Quarterly reports  
**Completion Date:** 12/31/2015 |

Note: The ATDM Plan is a recently approved Caltrans grant. The project will develop an ATDM Plan for the southern portion of I-805 in the San Diego region. The project will be amended into the FY 2014 Overall Work Program as a new addition to the TDM projects. Preliminary planning efforts will occur in FY 2014 with minimal expenditures, with the major work beginning in July 2014.
**WORK ELEMENT:** 33206.00 Transit Planning Internship  
**FY 2014 BUDGET:** $49,797  
**AREA OF EMPHASIS:** Sustainable Mobility Programs and Services

Amendment No. 1 - Additional Grant Award for Internship Program

<table>
<thead>
<tr>
<th>Funds Source</th>
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<th>FY 2014</th>
<th>FY 2015 - 2016</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>FTA Section 5304 Transit Professional Development</td>
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<td></td>
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<td>$40,000</td>
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<td>TDA Planning/Administration</td>
<td>$21,879</td>
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<td></td>
<td>$5,182</td>
<td>$33,135</td>
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<td>FTA (5307) Transit Planning</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$167,330</td>
<td>$49,797</td>
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<td></td>
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<td>$45,182</td>
<td>$262,309</td>
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<table>
<thead>
<tr>
<th>Funds Application</th>
<th>Prior</th>
<th>FY 2014</th>
<th>FY 2015 - 2016</th>
<th>Total</th>
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<tr>
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<td></td>
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<td>$22,182</td>
<td>$169,909</td>
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<tr>
<td>Other Direct Costs</td>
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<td>Contracted Services</td>
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<tr>
<td>Pass Through to Other Agencies</td>
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<td></td>
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<td><strong>TOTAL</strong></td>
<td>$167,330</td>
<td>$49,797</td>
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<td>$217,127</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>$45,182</td>
<td>$262,309</td>
</tr>
</tbody>
</table>

* No legal or communications services are anticipated for this work element.

**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. Emphasis in FY 2014 will be to continue to work with San Diego Metropolitan Transit System (SDMTS) and North County Transit District (NCTD) on the internship program.

**PREVIOUS ACCOMPLISHMENTS**

SANDAG has managed this internship program for the past ten years, training future transit professionals in the areas of transit and rail planning, transit service planning, research methods, and report writing.

**Project Manager:** Culp, Linda  
**Committee(s):** None  
**Working Group(s):** None
## PRODUCTS, TASKS, AND SCHEDULES FOR FY2014

<table>
<thead>
<tr>
<th>Task No.</th>
<th>% of Effort</th>
<th>Task Description / Product / Schedule</th>
</tr>
</thead>
</table>
| 1        | 100         | Task Description: Continue to manage and provide mentoring for the Transit Planning Internship Program.  
|          |             | Product: Interns with market-ready transit planning experience  
|          |             | Completion Date: 6/30/2014 |

### FUTURE ACTIVITIES

## 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        | 100         | Task Description: Continue to manage and provide mentoring for the Transit Planning Internship Program subject to future funding as a result of new grant funding for the program through FY 2015.  
|          |             | Product: Interns with valuable transit planning experience  
|          |             | Completion Date: 6/30/2015 |
**WORK ELEMENT:** 33212.00  
**NEW - Mobility Solutions for Environmental Justice Communities**

**FY 2014 BUDGET:** $0

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

New OWP Project: New Grant Award

### Funds Source

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<tr>
<th>Source</th>
<th>Prior</th>
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<td>Environmental Justice Transportation Planning</td>
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### Funds Application

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<td>Contracted Services</td>
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<td>$0</td>
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<td>$31,500</td>
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<td>Pass Through to Other Agencies</td>
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<td>$0</td>
<td>$41,940</td>
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<tr>
<td>Communications</td>
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<td>$0</td>
<td>$6,000</td>
<td>$6,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$0</td>
<td>$0</td>
<td>$177,670</td>
<td>$177,670</td>
</tr>
</tbody>
</table>

* No legal services are anticipated for this work element.

**OBJECTIVE**

The project will focus on identifying key barriers to transportation (including transit, active transportation, and Transportation Demand Management programs) for the City Heights community, where there has been a long history of challenges to accessing transportation. A Mobility Solutions toolkit will be developed for City Heights that can then serve as a model for how the Toolkit can be used in other Environmental Justice communities within the San Diego region and statewide.

**PREVIOUS ACCOMPLISHMENTS**

This is a newly awarded project for FY 2014. Related previous accomplishments include development and implementation of the Coordinated Plan (Project 33202.00).

**Project Manager:** Gartrell, Laurie  
**Committee(s):** Transportation Committee  
**Working Group(s):** None
### PRODUCTS, TASKS, AND SCHEDULES FOR FY2014

<table>
<thead>
<tr>
<th>Task No.</th>
<th>% of Effort</th>
<th>Task Description / Product / Schedule</th>
</tr>
</thead>
</table>
| 1        | 100         | Task Description: Meet to discuss scope of project  
Product: Revised Timeline  
Completion Date: 6/30/2014 |

### FUTURE ACTIVITIES

### 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        | 30          | Task Description: Public Outreach and Focus Group Meetings  
Product: Workshop summaries (2)  
Completion Date: 6/30/2015 |
| 2        | 30          | Task Description: Mobility Solutions Toolkit  
Product: Final Toolkit  
Completion Date: 2/29/2016 |
| 3        | 30          | Task Description: Plan Development  
Product: Recommendations Report  
Completion Date: 2/29/2016 |
| 4        | 10          | Task Description: Project Management  
Product: Quarterly Reports  
Completion Date: 2/29/2016 |
EXECUTIVE COMMITTEE
NOVEMBER 1, 2013

AGENDA ITEM NO. 13-11-4

ACTION REQUESTED – DISCUSSION/POSSIBLE ACTION

DRAFT 2014 LEGISLATIVE PROGRAM

File Number 7300400

Introduction

Each year, the Executive Committee recommends a legislative program to the Board of Directors for the upcoming year. Consistent with past programs, the draft 2014 Legislative Program (Attachment 1) includes policies and programs for federal and state legislation as well as local activities.

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 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 goals include federal, state, and/or local efforts.

The 2013 Legislative Program (Attachment 2), approved by the Board of Directors in December 2012, includes 25 separate goals. Staff has modified the 2013 Program as a starting point to initiate Executive Committee discussion regarding the proposed 2014 Program. In Attachment 1, proposed deletions are shown in strikethrough text, and modifications and additions are underlined. The major changes are discussed below.

At its October 18, 2013, meeting, the Public Safety Committee unanimously supported retaining Goal Nos. 4B, 5B, and 12B as part of the 2014 Legislative Program.

Proposed Modifications

The following goals are proposed to be modified:

- Goal No. 5A – Pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law.

  Last year the California Department of Housing and Community Development enacted administrative changes that streamlined the housing element process for local jurisdictions. It still warrants inclusion in the Legislative Program, but in the category of “support” instead of “sponsor.” This goal is now proposed to be listed as Goal No. 13B.

Recommendation

The Executive Committee is asked to review and discuss the draft 2014 Legislative Program and either recommend that the Board of Directors approve the draft 2014 Legislative Program, or direct staff to return to the Executive Committee for further review in December.
• Goal No. 3B – Support efforts to pursue public transit funding, including a Full Funding Grant Agreement for the Mid-Coast Corridor Transit Project and continued support for intercity rail.

Staff proposes to include seeking a Full Funding Grant Agreement (FFGA) for the Mid-Coast Corridor Transit Project within Goal No. 3B due to the size and significance of the project. A Record of Decision for the Mid-Coast Project is anticipated in 2014, with an FFGA to follow.

Proposed New Goals

Two new goals are proposed for the draft 2014 Legislative Program:

• Goal No. 6A – Pursue policy and/or legislative changes to streamline or reform the California Environmental Quality Act (CEQA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way.

The State continues to pursue CEQA streamlining and reform as a means to facilitate critical infrastructure projects that support sustainable land use and transportation planning while respecting the environment. An example of such CEQA reform includes recently enacted legislation to eliminate the need to perform CEQA analysis on bicycle plans. Providing greater certainty in the CEQA process and clarifying the level of required analysis would be beneficial next steps in efforts to advance public transit and active transportation projects consistent with the SANDAG Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS).

• Goal No. 7A – Pursue policy and/or legislative changes to improve the planning and implementation of the RTP/SCS, including modifying the required planning cycle for major updates of the RTP/SCS and clarifying the level of CEQA analysis required for the associated program environmental document.

Current law requires RTP/SCS updates every four years and the Regional Housing Needs Assessment (RHNA) to be updated every eight years. Given the time and resources required to develop a major RTP/SCS update, extending the planning cycle to every eight years (consistent with the RHNA cycle) or to every ten years (to coincide with the U.S. Census) would be prudent. Major updates could occur on an eight- to ten-year cycle, with less intensive technical updates occurring as needed in the interim years. This would allow attention to be focused on RTP/SCS implementation between major plan updates.

Next Steps

Action on the 2014 Legislative Program is scheduled for the December 6, 2013, Executive Committee meeting, unless the Executive Committee decides it does not need further discussion in December and makes its recommendation at its November 1, 2013, meeting. Action by the Board of Directors is scheduled for December 20, 2013.

KIM KAWADA
TransNet and Legislative Affairs Program Director

Attachment(s): 1. Draft 2014 Legislative Program
2. 2013 Legislative Program

Key Staff Contact: Jaymie Bradford, (619) 699-1994, jaymie.bradford@sandag.org
# DRAFT 2014 LEGISLATIVE PROGRAM

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

**(A) SPONSOR**

<table>
<thead>
<tr>
<th>NO.</th>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>JURISDICTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>Work with federal, state, and local stakeholders to implement Moving Ahead for Progress in the 21st Century, including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), nonmotorized-active transportation, and tribal transportation planning. (2007, 2012)</td>
<td>Highest</td>
<td>Sponsor</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>Federal/State</td>
</tr>
<tr>
<td>2A</td>
<td>Pursue resources and funding mechanisms consistent with financial strategies adopted in the Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP), including but not limited to, increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, and smart growth. (2012)</td>
<td>Highest</td>
<td>Sponsor</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>3A</td>
<td>Expand access to resources and technical tools that will enable SANDAG to implement the 2050 RTP and its Sustainable Communities Strategy (SCS). (2009)</td>
<td>Highest</td>
<td>Sponsor</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>Federal/State</td>
</tr>
<tr>
<td>4A</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>X</td>
<td></td>
<td></td>
<td></td>
<td>State</td>
</tr>
<tr>
<td>5A</td>
<td>Pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law. (2002, 2011)</td>
<td>High</td>
<td>Sponsor</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>State</td>
</tr>
<tr>
<td>6A</td>
<td>Pursue efforts that address border transportation infrastructure needs consistent with the RTP, RCP, and California-Baja California Border Master Plan. (2012)</td>
<td>High</td>
<td>Sponsor</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td>Federal/State/Local</td>
</tr>
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Legend: T = Transportation; R = Regional Planning; P = Public Safety; B = Borders
<table>
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<th>GENERAL DESCRIPTION OF GOAL</th>
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<th>BOARD POSITION</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>JURISDICTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>6A</td>
<td>Pursue policy and/or legislative changes to streamline or reform the California Environmental Quality Act (CEQA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way. (2013)</td>
<td>High</td>
<td>Sponsor</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>State</td>
</tr>
<tr>
<td>7A</td>
<td>Pursue policy and/or legislative changes to improve the planning and implementation of the RTP/SCS, including modifying the required planning cycle for major updates of the RTP/SCS and clarifying the level of CEQA analysis required for the associated program environmental document. (2013)</td>
<td>High</td>
<td>Sponsor</td>
<td>X</td>
<td>X</td>
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(B) SUPPORT/Oppose

<table>
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<tr>
<th>NO.</th>
<th>GENERAL DESCRIPTION OF GOAL</th>
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<th>BOARD POSITION</th>
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<th>R</th>
<th>P</th>
<th>B</th>
<th>JURISDICTION</th>
</tr>
</thead>
<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. (2002)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
<td></td>
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<td>Federal/State</td>
</tr>
<tr>
<td>2B</td>
<td>Support policies and/or legislation implementing climate change plans and programs, including cap-and-trade that are consistent with the RCP and RTP. (2007)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>3B</td>
<td>Support efforts to pursue public transit funding, including a Full Funding Grant Agreement for the Mid-Coast Corridor Transit Project and continued support for intercity rail. (2008, 2013)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>State</td>
</tr>
<tr>
<td>4B</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>
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<td></td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>5B</td>
<td>Efforts to pursue funding at both the state and federal levels to improve public safety and security in the San Diego region through Automated Regional Justice Information System operations and enhancements, regional transportation system improvements, and activities related to regional emergency preparedness, prevention, and response to catastrophic events. (2003, 2005, 2011)</td>
<td>Highest</td>
<td>Support</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>Federal/State/Local</td>
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Legend: T = Transportation; R = Regional Planning; P = Public Safety; B = Borders
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<th>R</th>
<th>P</th>
<th>B</th>
<th>JURISDICTION</th>
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</thead>
<tbody>
<tr>
<td>6B</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>Federal/State/Local</td>
</tr>
<tr>
<td>7B</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>
<td>X</td>
<td>X</td>
<td>X</td>
<td>State</td>
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<tr>
<td>8B</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>
<td></td>
<td></td>
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<td>State/Local</td>
</tr>
<tr>
<td>9B</td>
<td>Mechanisms providing for the implementation of the RTP, including value pricing, Managed Lanes, high occupancy toll lanes, the alleviation of current constraints on transponder technology, transit priority treatments, Transportation Demand Management, and other efforts that promote efficient use of highways and local roads. (2002)</td>
<td>Higher</td>
<td>Support</td>
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<td></td>
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<td>Federal/State</td>
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<tr>
<td>10B</td>
<td>Support energy-related legislation, programs, and policies that are consistent with the Regional Energy Strategy. (2002)</td>
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<td>Support</td>
<td>X</td>
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<td></td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>11B</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 connectivity with state and federal systems. (2005)</td>
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<td>Support</td>
<td>X</td>
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<tr>
<td>12B</td>
<td>Efforts to support funding opportunities and legislation that promote the implementation of effective and collaborative strategies and programs that maintain public safety and promote quality of life, including initiatives that address substance abuse and graffiti abatement, and reduce youth and gang violence. (2005, 2009)</td>
<td>High</td>
<td>Support</td>
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<tr>
<td>14B</td>
<td>Support legislation and/or policies that promote governmental efficiencies and cost savings. (2009)</td>
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<td>Support</td>
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<td>X</td>
<td>X</td>
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<td>Federal/State/Local</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>X</td>
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### (C) MONITOR

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<th>GENERAL DESCRIPTION OF GOAL</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>X</td>
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<td>Federal/State</td>
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<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>X</td>
<td>X</td>
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<td>3C</td>
<td>Legislation relating to personnel matters, i.e., workers' compensation, Public Employee Retirement System benefits, and other labor-related issues. (2003)</td>
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<td>Lower</td>
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Legend: T = Transportation; R = Regional Planning; P = Public Safety; B = Borders
## 2013 LEGISLATIVE PROGRAM

**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>
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<tbody>
<tr>
<td>1A</td>
<td>Work with federal, state, and local stakeholders to implement Moving Ahead for Progress in the 21st Century (MAP-21), including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), non-motorized transportation, and tribal transportation planning. (2007, 2012)</td>
<td>Highest</td>
<td>Sponsor</td>
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<tr>
<td>2A</td>
<td>Pursue resources and funding mechanisms consistent with financial strategies adopted in the Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP), including but not limited to, increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, and smart growth. (2012)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td>Federal/State/Local</td>
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<tr>
<td>3A</td>
<td>Expand access to resources and technical tools that will enable SANDAG to implement the 2050 RTP and its Sustainable Communities Strategy. (2009)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td>Federal/State</td>
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<tr>
<td>4A</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>
<td></td>
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<td>State</td>
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<tr>
<td>6A</td>
<td>Pursue efforts that address border transportation infrastructure needs consistent with the RTP, RCP, and California-Baja California Border Master Plan. (2012)</td>
<td>High</td>
<td>Sponsor</td>
<td></td>
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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 climate change plans and programs including cap-and-trade that are consistent with the RCP and RTP. (2007)</td>
<td>Highest</td>
<td>Support</td>
<td></td>
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<td>Federal/State/Local</td>
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<tr>
<td>3B</td>
<td>Support efforts to pursue public transit funding including continued support for intercity rail. (2008)</td>
<td>Highest</td>
<td>Support</td>
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<tr>
<td>4B</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></td>
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<td>Federal/State/Local</td>
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<tr>
<td>5B</td>
<td>Efforts to pursue funding at both the state and federal levels to improve public safety and security in the San Diego region through Automated Regional Justice Information System operations and enhancements, regional transportation system improvements, and activities related to regional emergency preparedness, prevention, and response to catastrophic events. (2003, 2005, 2011)</td>
<td>Highest</td>
<td>Support</td>
<td></td>
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<td>Federal/State/Local</td>
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<tr>
<td>6B</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></td>
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<tr>
<td>7B</td>
<td>Lower the current two-thirds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a 55 percent voter threshold. (2002, 2012)</td>
<td>Highest</td>
<td>Support</td>
<td></td>
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<tr>
<td>8B</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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<td>State/Local</td>
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<tr>
<td>9B</td>
<td>Mechanisms providing for the implementation of the RTP, including value pricing, managed lanes, high-occupancy toll lanes, the alleviation of current constraints on transponder technology, transit priority treatments, Transportation Demand Management, and other efforts that promote efficient use of highways and local roads. (2003)</td>
<td>Higher</td>
<td>Support</td>
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<tr>
<td>10B</td>
<td>Support energy-related legislation, programs, and policies that are consistent with the Regional Energy Strategy. (2002)</td>
<td>Higher</td>
<td>Support</td>
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<td>Federal/State/Local</td>
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<tr>
<td>11B</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 connectivity with state and federal systems. (2005)</td>
<td>High</td>
<td>Support</td>
<td></td>
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### (B) SUPPORT/Oppose (continued)

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<tr>
<td>12B</td>
<td>Efforts to support funding opportunities and legislation that promote the implementation of effective and collaborative strategies and programs that maintain public safety and promote quality of life, including initiatives that address substance abuse and graffiti abatement, and reduce youth and gang violence. (2005, 2009)</td>
<td>High</td>
<td>Support</td>
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<tr>
<td>13B</td>
<td>Support legislation and/or policies that promote governmental efficiencies and cost savings. (2009)</td>
<td>High</td>
<td>Support</td>
<td></td>
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<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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### (C) Monitor

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<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/Resp</td>
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### REVIEW OF NOVEMBER 15, 2013, DRAFT BOARD BUSINESS AGENDA

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<tr>
<td>+1.</td>
<td>APPROVAL OF MEETING MINUTES</td>
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<tr>
<td>+1A.</td>
<td>APPROVE OCTOBER 11, 2013, BOARD POLICY MEETING MINUTES</td>
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<td>+1B.</td>
<td>APPROVE OCTOBER 25, 2013, BOARD BUSINESS MEETING MINUTES</td>
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<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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<td>3.</td>
<td>ACTIONS FROM POLICY ADVISORY COMMITTEES (Kim Kawada)</td>
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<td>APPROVE</td>
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<td>4.</td>
<td>CONSENT (4 through xx)</td>
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<td>+4.</td>
<td>APPROVE INTERSTATE 15 BUS RAPID TRANSIT - KEARNY MESA TRANSIT IMPROVEMENTS (Rob Rundle)*</td>
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<td>+5.</td>
<td>APPROVE 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT No. 11 AND PROPOSED FY 2014 PROGRAM BUDGET AMENDMENT: LOS PEÑASQUITOS LAGOON BRIDGE REPLACEMENT PROJECT (Michelle Merino)</td>
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Public comments under this agenda item will be limited to five public speakers. 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. Other public comments will be heard during the items under the heading “Reports.” 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. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

This item summarizes the actions taken by the Borders Committee on October 25, the Executive and Regional Planning Committees on November 1, and the Transportation Committee on November 8, 2013. The Board of Directors is asked to ratify the actions of the Policy Advisory Committees.

The Board of Directors is asked to approve a California Environmental Quality Act exemption for the Interstate 15 Bus Rapid Transit - Kearny Mesa Transit Improvement Project, which would enhance transit service on Clairemont Mesa Boulevard in the City of San Diego.

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP). The 2012 RTIP is the multiyear program of proposed major transportation projects in the San Diego region.
covering the period FY 2013 to FY 2017. Amendment No. 11 is a special amendment to program federal Transportation Investment Generating Economic Recovery funds awarded to SANDAG. The Transportation Committee recommends that the Board of Directors: (1) approve Amendment No. 11 – Administrative Modification to the 2012 RTIP; and (2) approve the proposed amendment to the FY 2014 Program Budget for the Los Peñasquitos Lagoon Bridge Replacement project (CIP 1145000).

+6. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - JULY THROUGH SEPTEMBER 2013 (Michelle Merino)*

This quarterly report summarizes the current status of major transit, highway, arterial, traffic management, and Transportation Demand Management projects in the SANDAG five-year RTIP for the period July through September 2013.

+7. OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY FINANCE REPORT FOR THE PERIOD ENDING SEPTEMBER 30, 2013 (André Douzdjian, Marney Cox, and Lisa Kondrat-Dauphin)*

This quarterly report provides various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.

+8. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzdjian)*

In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

+9. REPORT 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.

10. CHAIR’S REPORT (11)

+11. REPORT FROM NOMINATING COMMITTEE ON SLATE OF BOARD OFFICERS FOR 2014 (National City Mayor Ron Morrison, Nominating Committee Chair)*

After consideration of the applications, the Nominating Committee recommends the attached slate of nominees for SANDAG Chair, First Vice Chair, and Second Vice Chair positions for 2014. 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.
The Board of Directors is asked to review and approve the proposed solicitations and contract awards summarized in the attached reports:

A. Solicitations
B. Contract Awards

Board Policy No. 032 requires an annual review of the Policy by the Board of Directors. The Board of Directors is asked to adopt Resolution No. 2014-06, renewing its approval of Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy, as amended, to comply with requirements imposed by the Dodd–Frank Wall Street Reform and Consumer Protection Act.

The public comment period for the Mid-Coast Corridor Transit Project Draft Supplemental Environmental Impact Statement/Report (SEIS/R) closed in July 2013. In response to comments and further analysis, the project definition for the Final SEIS/R has been refined. The Board of Directors is asked to approve the proposed Mid-Coast Corridor Transit Project Refined Build Alternative as the project definition to be analyzed in the Final SEIS/R documents.

The California Transportation Commission (CTC) released its fund estimate for the 2014 State Transportation Improvement Program (STIP). The Transportation Committee recommends that the Board of Directors approve the programming and submission of the 2014 STIP for the San Diego region to the CTC.

The Transportation and Regional Planning Committees recommend that the Board of Directors accept the draft Unconstrained Transportation Network for use in the development of San Diego Forward: The Regional Plan.
17. PROPOSED FY 2014 PROGRAM BUDGET AMENDMENTS: REGIONAL BICYCLE PROJECTS (San Diego Interim Mayor Todd Gloria, Transportation Committee Chair; Chris Kluth)*

On October 27, 2013, the Board of Directors approved the Regional Bike Plan Early Action Program. The Transportation Committee recommends that the Board of Directors approve proposed budget amendments, which are intended to advance the implementation of various high priority regional bikeway projects.

18. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

20. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - PURSUANT TO GOVERNMENT CODE SECTION 54956.9(a) - CLEVELAND NATIONAL FOREST FOUNDATION ET AL. V. SANDAG (CASE NO. 37-2011-00101593-CU-TT-CTL), AND CREED-21 ET AL. V. SANDAG (CASE NO. 37-2011-00101660-CU-TT-CTL) (Julie Wiley) *

The Board of Directors will be briefed on the status of the referenced litigation, which concerns CEQA challenges to the Environmental Impact Report for the 2050 Regional Transportation Plan and Sustainable Communities Strategy that was approved by the Board of Directors in October 2011.

21. UPCOMING MEETINGS INFORMATION

The next Board Policy meeting is scheduled for Friday, December 6, 2013, at 10 a.m. (first Friday due to holiday schedule). The next Board Business meeting is scheduled for Friday, December 20, 2013, at 9 a.m. (third Friday due to holiday schedule).

22. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates a San Diego County Regional Transportation Commission item
REVIEW OF DECEMBER 6, 2013, DRAFT BOARD POLICY AGENDA

ITEM # | RECOMMENDATION
--- | ---
1. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Public comments under this agenda item will be limited to five public speakers. 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. Other public comments will be heard during the items under the heading “Reports.” 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. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

REPORTS (2 through XX)

+2. SAN DIEGO FORWARD: THE REGIONAL PLAN: ALTERNATIVE LAND USE SCENARIOS (Carolina Gregor)*

This item presents the analysis of three alternative land use scenarios, which will test the effects on reducing greenhouse gas emissions. Staff is seeking the Board’s input on the analysis, which will help inform San Diego Forward: The Regional Plan.

3. |

4. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

5. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, December 20, 2013, at 9 a.m. (third Friday due to holiday schedule).

6. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
PROPERTY ASSESSED CLEAN ENERGY OR “PACE” PROGRAM  File Number 3200300

Introduction

At the July 12, 2013, Executive Committee meeting, San Diego County Supervisor Greg Cox requested that SANDAG place an item on the Executive Committee agenda to discuss the Property Assessed Clean Energy (PACE) Program and SANDAG’s potential future role, if any.

Discussion

Attached is a letter from Supervisor Cox to SANDAG Executive Director Gary Gallegos, dated June 20, 2013, which outlines Supervisor Cox’s request to SANDAG related to the PACE Program.

CHARLES “MUGGS” STOLL  
Director of Land Use and Transportation Planning

Attachment:  1. Letter from Supervisor Cox dated June 20, 2013

Key Staff Contact:  Rob Rundle, (619) 699-6949, rob.rundle@sandag.org
June 20, 2013

Mr. Gary Gallegos  
Executive Director  
San Diego Association of Governments  
401 B Street, Suite 800,  
San Diego, California 92101

Dear Executive Director Gallegos:

On behalf of the County of San Diego (County) Board of Supervisors, I am writing to ask that the Board of Directors of the San Diego Association of Governments (SANDAG) consider evaluating the various benefits of and options for establishing a Property Assessed Clean Energy (PACE) program.

In 2008, the State of California enacted legislation for PACE programs that established parameters for financing alternative energy sources or greater energy efficiencies for property owners by enabling cities and counties to allow property owners the ability to pay for these improvements through assessments on the annual property tax bills. The County recognized the potential benefits of PACE programs, and in 2009, the County’s Board of Supervisors approved participation in CaliforniaFIRST, a statewide PACE program. The County is a participant in the commercial portion of this program, which was initiated in 2012, but the residential side of the program has not moved forward. Residential PACE programs were stalled when the Federal Housing and Financing Agency (FHFA) issued guidelines to mortgage lenders Fannie Mae and Freddie Mac prohibiting them from purchasing mortgages with PACE liens.

Our Board of Supervisors recently took steps to explore expanding the County’s PACE program, having directed staff to analyze PACE programs that currently exist, expand the portions of our commercial PACE program that can be expanded and report back to our Board in order to determine where possible opportunities may be available for a residential PACE program. While the County will continue to explore what options there are for residential programs, and has continued to share concerns about the FHFA’s guidance with decision makers in Washington D.C., we believe it would make sense for SANDAG to also consider its own PACE program. Such a regional approach could potentially open the door to new solutions which could help move the PACE program forward for all residents.

The County of San Diego requests that the SANDAG Board of Directors consider evaluating the various PACE options, and whether there may be any regional benefit to having SANDAG establish a PACE district. If you have any questions regarding the County’s opposition please contact Geoff Patnoe, Director of the County of San Diego Office of Strategy and Intergovernmental Affairs, at (619) 531-5202.

Sincerely,

GREG COX  
Chairman  
San Diego County Board of Supervisors
October 31, 2013

Honorable Greg Cox
San Diego County Board of Supervisors
1600 Pacific Highway
San Diego, CA 92101

RE: SUPPORT FOR A FULLY-FUNDED PACE PROGRAM IN SAN DIEGO COUNTY

Dear Supervisor Cox,

The Building Industry Association of San Diego County represents 650 member companies and a workforce of 60,000 men and women. As the leading voice of the regulated community we wish to offer our strong support for the creation of a fully funded Property Assessed Clean Energy Program (PACE).

The keys to a successful program include accessibility to financing to ensure timely project startups, comprehensive contractor training and effective marketing to highlight the benefits associated with PACE. A successfully crafted PACE program means more jobs and billions in economic activity countywide over the next five years.

As the construction industry continues to recover from one of the worst recessions in generations, programs such as PACE mean economic activity and job creation.

Your favorable consideration of a fully funded PACE program is greatly appreciated.

Sincerely,

Matthew J. Adams
Vice President
CHERYL COX
MAYOR

October 31, 2013

The Honorable Jack Dale, Chair
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: Support for Executive Committee Agenda Item 6: Property Assessed Clean Energy (PACE) Program

Dear Chairman Dale,

This letter is in support of the Executive Committee’s November 1, 2013 agenda item 6 which includes a request from the County Board of Supervisors asking that SANDAG consider the benefits of and options for establishing a regional Property Assessed Clean Energy (PACE) program.

Three months ago, The Chula Vista City Council unanimously passed a resolution establishing our own local PACE program as part of implementing its City’s Climate Action Plan and as part of our goals for a “Healthy Community.” PACE programs allow property-owners voluntarily to finance energy and water-saving improvements through tax assessments on their properties. The resulting utility savings are used to help offset new assessments. Assessment obligations generally transfer with the property upon sale because the new owner continues to benefit from the efficiency improvements.

PACE programs have successfully facilitated building energy and water upgrades in communities across the country and created local economic development benefits. Typically, third-party administrators, on behalf of host jurisdictions, manage the creation of the assessment district and day-to-day operations including contractor outreach, property-owner enrollment, and private financing coordination. Through a competitive bid, the City of Chula Vista contracted with Ygrene Energy Fund in August 2013 to develop a Chula Vista-specific PACE program. Pending final City Council approval in December, it is estimated that the Chula Vista PACE program would be operational by March 2014.

By establishing a regional PACE program, SANDAG could make PACE financing benefits available to member cities and the County.

Respectfully,

Cheryl Cox

CC: Gary Gallegos, Executive Director
November 1, 2013

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

Dear Executive Committee:

I am here to introduce myself to you and to personally express, my interest in the position of Chief Deputy Executive Director at SANDAG. During my life I have acquired entrepreneurial experience as a business owner, life skills as a basketball coach, and great business judgment as a bank branch manager. With such a broad range of skills I know my experience will make me a competitive candidate for the position, which you are seeking to fill.

Additionally, I believe that my education at the University of Southern California has provided me with a great foundation to be successful at SANDAG. This foundation has allowed me to be confident in my abilities to communicate, collaborate with others, and provide leadership when working with others. I constantly seek to learn new skills and strategies and apply them when I collaborate with team members.

Overall, I am an individual with a genuine passion for giving back to my community. I hope to see San Diego continue to be a city, which focuses on maintaining its beauty while respecting the ecological environment as it continues to grow into a major metropolitan hub. As an organized individual with good business judgment and the ability to manage numerous projects simultaneously, I am certain that I would be a valuable asset to SANDAG and would be honored to have the opportunity to speak with you regarding opportunities that may further my career.

Last Friday, I had a wonderful opportunity to sit-in on the SANDAG Board of Directors meeting, which was enlightening to say the least. Experiencing the checks and balances of our local government, in correlation with SANDAG, in-action and seeing the dynamics of the Board of Directors working to provide quality services to the citizens of San Diego was a great experience. During the meeting I took the opportunity to formally introduce myself and submit a cover letter expressing my interest in working for SANDAG, similar to what I am doing today.

In early October I submitted my SANDAG Employment Application and Application Supplement to Human Resources Analyst, Cristen Powell. I hope that my introduction today will have a positive effect and elicit recommendations on my behalf during the hiring process. Thank you very much for your time and consideration, and I hope this merits your favorable response.

Many thanks,

H. Mitch Meredith, III