

Members

Terry Sinnott, Chair
Councilmember, City of Del Mar
(Representing **North County Coastal**)

Steve Vaus, Vice Chair
Mayor, City of Poway
(Representing **North County Inland**)

Myrtle Cole
Council President, **City of San Diego**

Bill Horn
Supervisor, **County of San Diego**

Bill Wells
Mayor, City of El Cajon
(Representing **East County**)

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

Alternates

Chuck Lowery
Deputy Mayor, City of Oceanside
(Representing **North County Coastal**)

Sam Abed
Mayor, City of Escondido
(Representing **North County Inland**)

Barbara Bry
Councilmember, **City of San Diego**

Lorie Zapf
Councilmember, **City of San Diego**

Ron Roberts
Supervisor, **County of San Diego**

John Minto
Mayor, City of Santee
Chair, **Public Safety Committee**
(Representing **East County**)

Serge Dedina
Mayor, City of Imperial Beach
Chair, **Borders Committee**
(Representing **South County**)

Advisory Members

Mary Salas
Mayor, City of Chula Vista
(Chair, **Regional Planning Committee**)

Jim Desmond
Mayor, City of San Marcos
(Chair, **Transportation Committee**)

Kim Kawada
Chief Deputy Executive Director, **SANDAG**



EXECUTIVE COMMITTEE AGENDA

Friday, September 14, 2018

➤➤➤ Please Note Meeting Time ‹‹‹

9 to 9:30 a.m.

**SANDAG, 7th Floor Conference Room
401 B Street
San Diego**

AGENDA HIGHLIGHTS

- **SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY: SANDAG BOARD OF DIRECTORS ADVISORY MEMBERSHIP REQUEST**
- **SERVICE BUREAU: FY 2018 YEAR-END STATUS REPORT**

PLEASE SILENCE ALL ELECTRONIC DEVICES 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 · sandag.org



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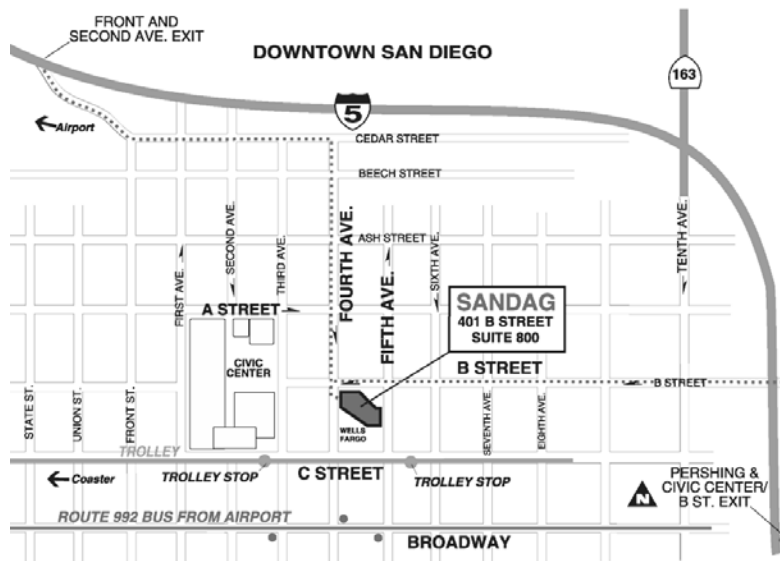
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EXECUTIVE COMMITTEE

Friday, September 14, 2018

ITEM NO.		RECOMMENDATION
+1.	APPROVAL OF MEETING MINUTES The Executive Committee is asked to review and approve the minutes for its July 13, 2018, meeting.	APPROVE
2.	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 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.	REVIEW OF DRAFT BOARD AGENDAS (Victoria Stackwick) +3A. Draft Board Business Agenda – September 28, 2018 +3B. Draft Board Policy Agenda – October 12, 2018	APPROVE
+4.	SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY: SANDAG BOARD OF DIRECTORS ADVISORY MEMBERSHIP REQUEST (Victoria Stackwick) The Executive Committee is asked to consider the proposed addition of the San Diego County Regional Airport Authority to the Board of Directors as an advisory member.	DISCUSSION/ POSSIBLE ACTION
+5.	SERVICE BUREAU: FY 2018 YEAR-END STATUS REPORT (Cheryl Mason) In accordance with SANDAG Board Policy, staff will provide a report on project activities and the financial status of the Service Bureau during FY 2018.	INFORMATION
+6.	LEGISLATIVE STATUS REPORT (Victoria Stackwick and Robyn Wapner) Periodic status reports on legislative activities are reported to the Executive Committee throughout the year. Staff will provide a summary of the various federal and state activities.	INFORMATION

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

INFORMATION

The next meeting of the Executive Committee is scheduled for Friday, October 12, 2018, at 9 a.m.

9. ADJOURNMENT

+ next to an agenda item indicates an attachment



**EXECUTIVE COMMITTEE
SEPTEMBER 14, 2018**

ACTION REQUESTED: APPROVE

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS

JULY 13, 2018

Chair Terry Sinnott (North County Coastal) called the meeting of the SANDAG Executive Committee to order at 9 a.m.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Vice Chair Steve Vaus (North County Inland), and a second by Mayor Bill Wells (East County), the minutes of the June 8, 2018, Executive Committee meeting were approved. Yes: Chair Sinnott, Vice Chair Vaus, Council President Myrtle Cole (City of San Diego), and Mayor Wells. No: None. Abstain: None. Absent: County of San Diego and South County.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS (INFORMATION)

There were no public or member comments.

REPORTS

3. REVIEW OF DRAFT BOARD AGENDAS (APPROVE)

Robyn Wapner, Senior Legislative Analyst, presented the item.

Action: Upon a motion by Vice Chair Vaus, and a second by Council President Cole, the Executive Committee approved the draft agendas for the July 27, 2018, Board Business meeting, as amended, and Special Board of Directors meeting on August 17, 2018. The Executive Committee also cancelled the Board meetings scheduled for August 10, 2018, and August 24, 2018. Yes: Chair Sinnott, Vice Chair Vaus, Council President Cole, and Mayor Wells. No: None. Abstain: None. Absent: County of San Diego and South County.

4. LEGISLATIVE STATUS REPORT (INFORMATION)

Periodic status reports on legislative activities are reported to the Executive Committee throughout the year.

Ms. Wapner provided a summary of the various federal and state activities.

Seth Litchney, Senior Regional Planner, provided an overview of legislation related to the Regional Housing Needs Assessment.

Action: This item was presented for information.

5. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

6. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, September 14, 2018, at 9 a.m.

7. ADJOURNMENT

Chair Sinnott adjourned the meeting at 9:36 a.m.

**CONFIRMED ATTENDANCE
 SANDAG EXECUTIVE COMMITTEE MEETING
 JULY 13, 2018**

JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING OPEN SESSION
North County Inland	Steve Vaus, Vice Chair	Primary	Yes
	Sam Abed	Alternate	Yes
North County Coastal	Terry Sinnott, Chair	Primary	Yes
	Chuck Lowery	Alternate	No
South County	Ron Morrison	Primary	No
	Serge Dedina	Alternate	No
East County	Bill Wells	Primary	Yes
	John Minto	Alternate	Yes
City of San Diego	Myrtle Cole	Primary	Yes
	Barbara Bry	Alternate	No
	Lorie Zapf	Alternate	Yes
County of San Diego	Bill Horn	Primary	No
	Ron Roberts	Alternate	No
Policy Advisory Committee Chairs	Mary Salas	Advisory	Yes
	Jim Desmond	Advisory	Yes



**EXECUTIVE COMMITTEE
SEPTEMBER 14, 2018**

ACTION REQUESTED: APPROVE

SEPTEMBER 28, 2018, DRAFT BOARD BUSINESS AGENDA

ITEM NO.		RECOMMENDATION
+1.	APPROVAL OF MEETING MINUTES +1A. Board Policy meeting – July 13, 2018 +1B. Board Business meeting – July 27, 2018 +1C. Special Board meeting – August 17, 2018	APPROVE
2.	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.	
+3.	ACTIONS FROM POLICY ADVISORY COMMITTEES (Victoria Stackwick) This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business meeting. The Board of Directors is asked to ratify these actions.	APPROVE
CONSENT		
+4.	APPROVAL OF PROPOSED SOLICITATIONS AND CONTRACT AWARDS (Laura Coté) The Board of Directors is asked to review and approve the proposed solicitations and contract awards. +4A. Solicitations +4B. Contract Awards	APPROVE

- | | | |
|------|--|--------------------|
| +5. | FY 2018 SB 1 STATE OF GOOD REPAIR CLAIM AMENDMENT AND
FY 2019 SB 1 STATE OF GOOD REPAIR CLAIM (Michelle Smith) | ADOPT |
| | The Board of Directors is asked to adopt Resolution Nos. 2019-XX and 2019-XX, approving the FY 2018 SB 1 State of Good Repair claim amendment and FY 2019 SB 1 State of Good Repair claim for North County Transit District. | |
| +6. | SANDAG 2018 TITLE VI PROGRAM UPDATE (Sam Sanford) | ADOPT |
| | The Board of Directors is asked to adopt Resolution No. 2019-XX, approving the SANDAG 2018 Title VI Program Update. | |
| +7. | TRANSIT ASSET MANAGEMENT PLAN REGIONAL TARGETS
(Sam Sanford) | APPROVE |
| | The Transportation Committee recommends that the Board of Directors approve the proposed 2019 Transit Asset Management regional targets in accordance with the Fixing America's Surface Transportation Act. | |
| +8. | GO by BIKE MINI-GRANT PROGRAM (Jay Faught)* | APPROVE |
| | The Transportation Committee recommends that the Board of Directors approve the evaluation criteria for the GO by BIKE Mini-Grant Program. | |
| +9. | MATTERS TO BE COMMUNICATED IN ACCORDANCE WITH AUDITING
STANDARDS (Leanne Wallace) | INFORMATION |
| | In accordance with the Statement of Auditing Standards 114, this report provides an overview of the planned scope and timing of the annual SANDAG financial audit and communicates Crowe LLP's responsibilities under generally accepted auditing standards. | |
| +10. | REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE
EXECUTIVE DIRECTOR (André Douzdjian)* | INFORMATION |
| | In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board Business meeting. | |
| +11. | REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF
SANDAG (Victoria Stackwick) | INFORMATION |
| | Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board Business meeting. | |
| +12. | QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS –
APRIL THROUGH JUNE 2018 (Michelle Smith)* | INFORMATION |
| | This quarterly report summarizes the current status of major transit, highway, arterial, traffic management, and Transportation Demand Management projects in the SANDAG Regional Transportation Improvement Program. | |

CHAIR'S REPORTS

+13. iCOMMUTE DIAMOND AWARD EMPLOYERS INFORMATION

The iCommute Diamond Awards program recognizes employers that have made strides to develop and implement commuter programs that encourage their employees to use transportation alternatives, including vanpool, carpool, walk, bike, transit, and telework.

+14. APPOINTMENT OF NOMINATING COMMITTEE FOR SANDAG BOARD OFFICERS* INFORMATION

In accordance with SANDAG Bylaws, the Chair will appoint up to a six-person nominating committee for Board officers, made up of Board members from each of the four subregions and a member from the City of San Diego and the County of San Diego. The nominating committee will submit its slate of nominees, in writing, for mailing to Board members in or around November.

REPORTS

+15. PROPOSED FINAL 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Mayor Jim Desmond, Transportation Committee Chair; Sue Alpert)* ADOPT

The Transportation Committee recommends that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2019-01, adopting the 2018 Regional Transportation Improvement Program, including its Air Quality Conformity Analysis and the Air Quality redetermination of the Regional Plan.

+16. *TransNet* PROGRAM HEALTH REPORT (José Nuncio and Susan Huntington)* INFORMATION

Staff will provide an update on the status of the *TransNet* Major Corridors and Regional Bikeway Programs.

+17. QUARTERLY FINANCE REPORT AND ANNUAL INTEREST RATE SWAP EVALUATION – PERIOD ENDING JUNE 30, 2018 (André Douzdjian and Ray Major)* INFORMATION

Staff will provide a report on SANDAG investments, outstanding interest rate swaps, and the latest developments in the financial markets, economy, and sales tax revenues.

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.

19. UPCOMING MEETINGS

INFORMATION

The next Board Policy meeting is scheduled for Friday, October 12, 2018, at 10 a.m.
The next Board Business meeting is scheduled for Friday, October 26, 2018, at 9 a.m.

20. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item



OCTOBER 12, 2018, DRAFT BOARD POLICY AGENDA

ITEM NO.

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. SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN –
INITIAL DRAFT TRANSPORTATION NETWORK CONCEPTS
(Charles "Muggs" Stoll, Phil Trom, and Rachel Kennedy)**

DISCUSSION

The Board of Directors is asked to provide feedback on three transportation network concepts to help inform the development of draft scenarios for San Diego Forward: The 2019-2050 Regional Plan.

3. 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.

4. UPCOMING MEETINGS

INFORMATION

The next Board Business meeting is scheduled for Friday, October 26, 2018, at 9 a.m.

5. ADJOURNMENT

+ next to an agenda item indicates an attachment



**EXECUTIVE COMMITTEE
SEPTEMBER 14, 2018**

**ACTION REQUESTED: DISCUSSION/
POSSIBLE ACTION**

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY:
SANDAG BOARD OF DIRECTORS ADVISORY
MEMBERSHIP REQUEST**

File Number 7300400

Introduction

On June 1, 2018, the San Diego County Regional Airport Authority (Airport Authority) submitted a request to serve as an advisory member of the SANDAG Board of Directors (Attachment 1).

Discussion

The Board of Directors is composed of elected officials from each of the region's 19 local governments. Supplementing these voting members are advisory representatives from Imperial County, the U.S. Department of Defense, Caltrans, San Diego Unified Port District, Metropolitan Transit System, North County Transit District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

Recommendation

The Executive Committee is asked to consider the proposed addition of the San Diego County Regional Airport Authority to the Board of Directors as an advisory member.

SANDAG's Governing Law and Board Policy

California Public Utilities Code 132351.1(g) allows the Board of Directors to appoint advisory, non-voting members to sit with it. In determining whether to supplement the Board with additional advisory members, Section 5 of SANDAG [Board Policy No. 004: Rules of Procedure for Board of Directors, Policy Advisory Committees, and Other Legislative Bodies](#), states that the Board will consider adding a new regular advisory member to the Board if it finds that the additional advisory member would provide beneficial advice and information to the Board, and that such advice/information cannot be provided by the existing Board and Policy Advisory Committee membership structures. Board policy also requires that the agency wishing to become a regular advisory member meet the following criteria.

Agency has land use and/or eminent domain authority

The San Diego County Regional Airport Authority has land use planning authority and jurisdiction over lands within the original San Diego International Airport leasehold and serves as the Airport Land Use Commission for the County of San Diego.

Agency has regional authorities and responsibilities important to the SANDAG mission

Ongoing operation and development of the San Diego International Airport is a key component to the regional transportation system. The Airport Authority recently released the Draft Environmental Impact Report for its Airport Development Plan—a master plan designed to optimize the 661-acre site to accommodate the region’s demand for air travel and maintain high levels of passenger satisfaction through 2035. Implementation of the Airport Development Plan will have significant impacts to the surrounding transportation system.

Membership by the agency/group would enhance SANDAG’s regional decision making

In order to address the mobility needs of the region, it is important that the Airport Authority collaborate with SANDAG and its member agencies, including the City of San Diego, Caltrans, Port of San Diego, and Metropolitan Transit System. Impacts to the local and regional transportation infrastructure as a result of airport development and operations and ongoing interest in advancing transit connections to the airport require a solutions-oriented commitment from all parties to plan, design, and jointly share in costs for needed improvements. Representation on the Board of Directors also would provide additional opportunity for the Airport Authority to participate in the development of San Diego Forward: The 2019-2050 Regional Plan.

Agency desires representation, submits a written request, and commits to participation

The Airport Authority submitted a written request to the SANDAG Chair on June 1, 2018, and asserts that providing representation on the Board of Directors would further collaboration among the region’s transportation and planning agencies.

Agency is able to agree on the form of representation and who will represent it

Pending a recommendation from the Executive Committee, staff would engage the Airport Authority to determine who its proposed representative would be prior to consideration by the Board of Directors of its request.

Key Considerations

The San Diego International Airport is a critical part of the region's overall transportation system. As a voting member of the SANDAG Transportation Committee, the Airport Authority currently is able to contribute to and inform regional planning decisions. The Airport Authority is the only member of the Transportation Committee that does not also hold a position on the Board of Directors however. Providing an advisory seat could help to advance collaboration between the Airport Authority and other regional partners to implement needed improvements around the Airport.

VICTORIA STACKWICK
Principal, Office of Government Relations

Attachment: 1. June 1, 2018, San Diego County Regional Airport Authority letter to SANDAG

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

Board Members

April Boling,
Board Chairman

Greg Cox

Jim Desmond

Robert T. Lloyd

Mark Kersey

Paul Robinson

Michael Schumacher

Johanna Schiavoni

Mark B. West

Ex-Officio Board Members

Tim Gubbins

Jacqueline Wong-Hernandez

Col. Jason Woodworth

President / CEO

Kimberly J. Becker

June 1, 2018

The Honorable Terry Sinnott
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chairman Sinnott:

I am writing to request that the San Diego Association of Governments (SANDAG) Board of Directors add a representative of the San Diego County Regional Airport Authority (Airport Authority) Board as an advisory member of the SANDAG Board.

As the regional agency responsible for operating San Diego International Airport (SDIA), planning for the region's future air transportation needs, and serving as the Airport Land Use Commission, it is vital that the Airport Authority closely coordinate with the other transportation and planning agencies in the region. This collaboration will ensure that San Diego residents and visitors enjoy the benefits of an integrated transportation system.

Unfortunately, previous requests by the Airport Authority to serve as an advisory member on the SANDAG Board of Directors have not been granted. However, SANDAG's Board does include advisory members representing the California Department of Transportation, the Metropolitan Transit System, the North County Transit District, Imperial County, the San Diego Unified Port District, the San Diego County Water Authority, the U.S. Department of Defense, the Southern California Tribal Chairmen's Association, and the Consulate General of Mexico. Although the Airport Authority is represented on SANDAG's Transportation Committee, the addition of an Airport Authority representative to the SANDAG Board as an advisory member would further collaboration amongst the region's planning agencies.

As you may be aware, the California Legislature is currently considering legislation (Assembly Bill 3119) to create a formal process for several of the region's transportation and planning agencies to develop solutions to roadway, transit and other issues related to SDIA. Voluntarily adding the Airport Authority to the SANDAG Board would ensure similar cooperation on broader regional transportation and planning decisions.

Thank you in advance for your consideration of this request. If you need any additional information or would like to discuss this matter further, please feel free to contact me at (619) 713-6888 or at april@aprilboling.com.

Sincerely,



April Boling
Chairman

AB/mk

Cc: Airport Authority Board Members
Kimberly J. Becker, President/CEO, SDCRAA
Kim Kawada, Chief Deputy Executive Director, SANDAG





**EXECUTIVE COMMITTEE
SEPTEMBER 14, 2018**

ACTION REQUESTED: INFORMATION

SERVICE BUREAU: FY 2018 YEAR-END STATUS REPORT

File Number 7500000

Introduction

In accordance with SANDAG Board Policy No. 012: SANDAG Service Bureau, periodic progress reports on the project activities and financial status of the Service Bureau are provided to the Executive Committee. The Service Bureau provides informational and technical services through SANDAG and its nonprofit public-benefit corporation, SourcePoint. The Executive Committee serves as the governing body of the Service Bureau and the Board of Directors of SourcePoint. This report summarizes the financial performance of the Service Bureau during FY 2018 and highlights some of the key projects worked on during the year.

Discussion

The SANDAG Service Bureau is a fee-based operation that provides informational and technical services to member agencies, nonmember government agencies, private organizations, and individuals. The purpose of the Service Bureau is to offer products and services that meet the needs of decision-makers in the public and private sectors, while enhancing the quality and extent of demographic, economic, transportation, land use, criminal justice, and other information maintained in the SANDAG Regional Information System and the technology used to support it. One of the goals of the Service Bureau is to generate revenue to update and enhance the Regional Information System.

Financial Status

As of June 30, 2018, the Service Bureau earned revenues of \$531,276 from projects begun during FY 2018 and projects carried over from previous fiscal years. Expenses related to performing these projects were \$493,783, meaning that revenues exceeded expenses by \$37,493 or 7.6 percent. Nonrecoverable costs related to management and business development are covered by these revenues. When those costs are taken into account, revenues exceeded expenses by \$30,354 or 6.1 percent (see Table 1).

Table 1
SANDAG Service Bureau
Revenues and Expenses as of 6/30/2018

Type of Project	Revenue	Expenses	Change in Net Position	Percent Change ¹
Feasibility Studies and Comprehensive Plans	\$184,465	\$180,569	\$3,896	2.2%
Transportation Modeling	\$171,440	\$140,117	\$31,323	22.4%
Other Services	\$166,996	\$165,911	\$1,085	0.7%
Demographic Data, GIS Services	\$8,375	\$7,186	\$1,189	16.5%
Total All Projects	<u>\$531,276</u>	<u>\$493,783</u>	<u>\$37,493</u>	<u>7.6%</u>
Non-Project Expenses	\$0	\$7,139	(\$7,139)	–
Net Total	<u>\$531,276</u>	<u>\$500,922</u>	<u>\$30,354</u>	<u>6.1%</u>

Use of Unrestricted Net Assets

Regional Information System Enhancement ²	\$0	\$71,490	(\$71,490)	–
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¹ Percent change is calculated based on expenses.

² Change in net position includes a transfer to SANDAG for acquisition and licensing of economic and transportation modeling data to enhance the Regional Information System.

Overview of Projects

A total of 52 projects were started or carried over from the previous fiscal year. Services provided this fiscal year are concentrated in the areas of feasibility studies and comprehensive plans, transportation modeling, other services, and demographic and Geographic Information System (GIS) services.

The largest revenue-generating category is feasibility studies and comprehensive plans. The Service Bureau completed a parking study for the City of Carlsbad and is wrapping up an effort to develop a Transportation Demand Management program for the city as well. In addition, staff worked with the County of San Diego on a high-level feasibility study for constructing a skyway from the San Diego Convention Center to the San Diego International Airport.

Transportation modeling services continue to be the mainstay of the Service Bureau, with 43 projects (83% of total projects) concentrated in this category. Staff worked on some larger projects to assist the jurisdictions with community plan updates and other local planning efforts including two community plan updates in the City San Diego and a corridor study in the City of Oceanside. In addition, staff worked on a number of requests for estimating traffic impacts due to development projects, including the North Harbor Drive Mobility Study, San Diego International Airport Terminal 1, the Downtown skyway study, and several housing and commercial development projects around the region.

The next largest category is other services. This category includes supportive services for member agencies that do not fit into the main Service Bureau categories. Since January 2016, the Service Bureau has been facilitating a pilot project between the California Coastal Commission and the City of Carlsbad for early coordination on projects that fall within the coastal zone. The pilot ended June 30, 2018, but the parties are extending the term through the end of the year in order to keep the services going while they revisit the terms for a new agreement.

Customized demographic, economic, and GIS services also are offered to public and private clients through the Service Bureau. The economics team helped the South County Economic Development Council develop metrics for measuring economic resiliency.

As approved as part of the SANDAG FY 2018 budget, \$71,490 in Service Bureau net assets were used for the acquisition and licensing of economic and transportation modeling data and tools to enhance the agency's Regional Information System. Purchases included independent economic forecasts to validate the regional growth and sales tax forecast models that will be used in San Diego Forward: The 2019 – 2050 Regional Plan (2019 Regional Plan); an economic impact tool to estimate the impacts and benefits of transportation investment scenarios for the 2019 Regional Plan and grants; and current and historical travel speed data to calibrate and validate the regional travel demand model.

Planned Projects in FY 2019

Requests for transportation modeling services from various private and public agencies have been steady in FY 2019. In addition, staff began work on a high-level feasibility study for a quiet zone in the Middletown-Old Town segment of the Los Angeles-San Diego-San Luis Obispo rail corridor. Staff will seek opportunities to partner with other organizations and researchers and continue to offer products and services that meet the needs of the community.

RAY MAJOR

Chief Economist and Director of Data, Analytics, and Modeling

Key Staff Contact: Cheryl Mason, (619) 699-1951, cheryl.mason@sandag.org



**EXECUTIVE COMMITTEE
SEPTEMBER 14, 2018**

ACTION REQUESTED: INFORMATION

LEGISLATIVE STATUS REPORT

File Number 7300400

Introduction

Monthly status reports on legislative activities are provided to the Executive Committee. Attachments 1 and 2 respectively include summaries from Ellison Wilson Advocacy, LLC on state legislative activity, and from Peyser Associates LLC on federal legislative activity related to SANDAG for the month of August.

VICTORIA STACKWICK
Principal Legislative Analyst

Attachments: 1. Report from Ellison Wilson Advocacy
2. Report from Peyser and Associates

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TO: SANDAG BOARD OF DIRECTORS
FROM: ELLISON WILSON ADVOCACY, LLC
SUBJECT: SANDAG LEGISLATIVE ACTIVITY REPORT – AUGUST 2018

LEGISLATIVE UPDATE

Legislative Overview

The Legislature adjourned its 2017-2018 Legislative Session on August 31. September 30 is the last day for the Governor to sign or veto bills (CA Const., Art. IV, Sec. 10(b)(2)).

SANDAG-Sponsored Neighborhood Electric Vehicle Bill Passed Unanimously by the Legislature

Senate Bill 1151 (SB 1151) (Bates) would authorize any city in the County of San Diego and the County of San Diego to establish Neighborhood Electric Vehicle (NEV) Transportation Plans to serve the mobility needs of their specific communities. The use of NEVs would help to expand shared mobility choices, improve connections to transit, reduce drive-alone trips and greenhouse gas emissions, and advance the region's vision for implementing mobility hubs.

The bill received widespread support from the following entities: cities of San Diego, Carlsbad, Oceanside, Coronado, Del Mar, Encinitas, San Marcos, Vista, Escondido, Solana Beach, Chula Vista, and Santee; San Diego Gas and Electric; Chula Vista Chamber of Commerce; Carlsbad Chamber of Commerce; Carlsbad Village Association; Chestnut Properties; Meridian Development; RIDA Chula Vista, LLC; Electric Vehicle Association of San Diego; CleanTech San Diego; Healthy Chula Vista; Baldwin & Sons; California Electric Transportation Coalition; Center for Sustainable Energy; Sierra Club California; and The Free Ride; as well as the following elected officials: La Mesa Mayor Mark Arapostathis and San Diego County Supervisors Bill Horn, Ron Roberts, and Greg Cox. The bill was unanimously passed by the Assembly, 79-0, and the Senate, 29-0, on August 31 and will now be sent to the Governor's office. He will have until September 30 to sign or veto the bill.

SANDAG-specific Amendments Added to Regional Housing Needs Allocation Bills

Both Senate Bill 828 (Wiener) and Assembly Bill 1771 (Bloom) were introduced in 2018 to make a number of changes to the Regional Housing Needs Allocation (RHNA) process. After discussions with the respective authors and stakeholders, language was added to both bills to clarify that the Final RHNA Determination number SANDAG already received from the Department of Housing and Community Development would not be impacted by either bill. Both bills, as amended, were passed by the Legislature and await a signature from Governor Brown.

ACTIVITY REPORT

- 8/6: Discussed amendments to RHNA legislation with SANDAG staff and stakeholders.
- 8/7: Reviewed/analyzed SB 1151 Assembly Appropriations Committee's analysis; discussed amendments to RHNA legislation with SANDAG staff and stakeholders.
- 8/8: Attended/monitored Assembly Appropriations Committee hearing on SB 1151; reviewed/analyzed SB 1151 Department of Finance analysis; reviewed/analyzed amendments to SB 1151; provided subsequent updates to SANDAG staff.
- 8/13: Discussed amendments to RHNA legislation with SANDAG staff and stakeholders.
- 8/14: Discussed amendments to RHNA legislation with SANDAG staff and stakeholders; researched Proposition 6 implementation timing question from SANDAG staff.
- 8/16: Attended/monitored Assembly Appropriations Committee's suspense file hearing on SB 1151; provided subsequent updates to SANDAG staff.
- 8/17: Discussed amendments to RHNA legislation with SANDAG staff and stakeholders.
- 8/20: Reviewed/analyzed amendments to SB 1151; discussed amendments to RHNA legislation with SANDAG staff and stakeholders; provided subsequent updates to SANDAG staff.
- 8/21: Reviewed/analyzed amendments to pertinent legislation; provided subsequent updates to SANDAG staff.
- 8/24: Provided updates to SANDAG staff on Floor activity on pertinent legislation.
- 8/27: Reviewed/analyzed amendments to pertinent legislation; provided subsequent updates to SANDAG staff.
- 8/29: Provided updates to SANDAG staff on Floor activity on pertinent legislation.
- 8/30: Provided updates to SANDAG staff on Floor activity on pertinent legislation.
- 8/31: Provided updates to SANDAG staff on Floor activity on pertinent legislation.

PEYSERASSOCIATES

LLC

Peter A. Peyser

Transportation Update from Peyser Associates

August 3, 2018

Senate Passes Appropriations “Minibus” Including Transportation

The Senate on Wednesday passed a four-bill package of appropriations measures that includes the Transportation-Housing and Urban Development (THUD) bill for FY 2019.

As noted in earlier reports, the Senate added the THUD and Agriculture appropriations bills to the package after the House cleared it with only the Interior-Environment and Financial Services measures. Now the entire package will be the subject of a House-Senate conference to resolve differences between the bodies.

Included in a package of amendments approved by the Senate was one offered by Senator Jack Reed (D-RI) that prohibits the Federal Transit Administration (FTA) from advancing any of the policy changes outlined in the “Dear Colleague” letter published on June 29 by Jane Williams, Acting Administrator of the FTA. That letter has been interpreted by most readers on Capitol Hill and in the transit industry as representing a change in policy by asserting that Transportation Infrastructure and Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Financing loans are part of the federal share of a Capital Investment Grant (CIG) project. The intent of the Reed Amendment is to knock down that assertion.

The amendment agreed to is less aggressive than another amendment Reed had put forward that would have specifically stopped FTA from applying the interpretation of TIFIA loans as federal share, stopped the implementation of the “P65” standard for evaluating risk and ensure the risk assessment for a CIG project is not performed until a project enters the engineering phase.

While the intent of the Reed Amendment that was approved may be clear to him and others, FTA may push back against it. The Dear Colleague letter itself says that it “highlights elements of current policy” and does not represent a policy change. Regardless of that nuance, the Reed Amendment opens the door for further discussion of this matter in the upcoming House-Senate conference committee on the appropriations bill. The last word from Congress on this topic has yet to be written.

Another notable amendment approved by the Senate would ensure that Amtrak spends \$50 million of its National Network funds on safety and maintenance projects on its long-distance train routes. This amendment was designed to defend against the Trump Administration’s efforts to cut off federal support for these routes.

The Senate bill also is notable for the fact that it does not include riders, such as those included in the House bill, to impede federal support for California’s high-speed rail program.

New York – Washington, DC

Congressional Leaders Seek to Minimize Shutdown Potential After Presidential Threat

In a tweet on Sunday and comments to reporters on Monday, President Trump added a note of disquietude to the otherwise peaceful, bipartisan appropriations process that has been unfolding on Capitol Hill. In his comments, the President indicated he would force a government shutdown this fall.

As the week unfolded, Majority Leader Mitch McConnell (R-KY) and Senate Appropriations Chair Richard Shelby (R-AL) sought to calm the waters by noting that if all continues to go as planned, 9 of the 12 appropriation bills for government agencies will be completed and sent to the President before the end of September. The remaining three bills would include the Department of Homeland Security, the Departments of State, Justice and Commerce and Foreign Operations. Those are the three bills that touch on border security and immigration policy. The Senate leaders contend that if an impasse with the President were reached on the wall funding issue, only those three appropriations measures would be at risk. This would mean only the four departments covered by those bills would be subject to a shutdown. Even then, essential functions such as Transport Security Administration operations at airports, border protection, customs enforcement, etc. would almost certainly be continued even in “shutdown” mode.

With the House out of town for its August recess, it is hard to gauge the extent to which the Senators’ plan for minimizing the shutdown risk will play in the Senate. But all signs are that appropriations staffers plan to spend the rest of August working out differences between the House and Senate on the seven bills, possibly nine by the middle of the month, that have already been teed-up for conference between the two Houses.

Congress Fires Two Shots Across the Bow of Chinese Railcar Manufacturers

This week, Congress took two important steps in the direction of reining-in the penetration of the U.S. railcar marketplace by CRRC, the Chinese railcar manufacturer.

In the National Defense Authorization Act, which was cleared for the President’s signature on Wednesday, Congress commissioned a study by the Secretary of Homeland Security and the Committee on Foreign Investment in the United States (CFIUS) on “the national security risks, if any, related to investments in the United States by state-owned or state-controlled” companies building rolling stock for passenger or freight railroads or public transit agencies. The study is to be completed in one year.

Separately, the Senate included in its version of the appropriations for the Department of Transportation (DOT) a provision sponsored by Senator John Cornyn (R-TX) which would prevent FTA formula funds from being used to support the purchase of railcars or buses from a Chinese firm. The Cornyn amendment would apply prospectively and would not affect contracts not supported with federal funds. It also does not apply to railcar or bus purchases funded through the CIG program. The Cornyn provision is similar, but not identical, to a provision in the appropriations bill approved by the House Appropriations Committee, so it is relatively certain that it, or something very much like it, will be included in the final appropriations measure for FY 2019.

The impact of the provision in the Defense bill could potentially be more sweeping than an appropriations provision. If the report from Department of Homeland Security and CFIUS finds there are national security risks associated with the purchase of Chinese rolling stock, restrictions on the purchase of such rolling stock could eventually extend to contracts whether or not they are supported with federal funds. The Defense bill provision mandates that the DOT be consulted in the preparation of the report.

August 10, 2018

Congressional Recess Means Slow Week in Washington

The Senate has been in *pro forma* session all week and will not be back to conduct legislative business until next Wednesday.

When the Senate returns, the leadership will tee-up the next appropriations mini-bus, Labor-Health and Human Services and Defense. They continue to pursue the goal of having 9 of the 12 appropriations bills on the President's desk in the form of three multi-bill packages by the end of September.

Meanwhile, staff members are working to resolve the differences between the House and Senate versions of the THUD appropriations bill and others. September promises to be a busy month.

New York City Uber Cap to Become Law on August 14

The New York City Council this week passed a city ordinance to halt for one year the issuance of new vehicle registrations "for-hire vehicles" (i.e., Uber, Lyft and other "black cars"). The overwhelming vote in Council took place in the face of a strong pushback from Uber, which launched an ad campaign and generated some community opposition to the cap based on its impact in under-served communities. This was viewed by many as a thinly-veiled attempt to inject a racial element into the argument. Besides capping the number of current for-hire vehicles at the current total of just over 100,000 (more than four times the number of yellow cabs), the legislation also gives the City the power to set minimum pay standards in the industry. Mayor Bill DeBlasio has vowed to issue regulations on that front soon.

Of course, companies like Uber and Lyft transportation network companies (TNCs), don't just compete with traditional taxis. They also have proven to be a viable option for many passengers who previously had used public transit. Analysis of ridership trends in cities all over the country bear this out. It will be interesting to see how the transit industry reacts to the potential for local actions to curtail the growth of TNCs and institute pay standards in the industry.

August 24, 2018

Federal Transit Administration Capital Investment Grants Project Logjam Appears to be Breaking

Last week, when our report was on hiatus, FTA staff made calls to committee staffs on Capitol Hill to inform them that several projects that have been awaiting Full Funding Grant Agreements have been cleared to move ahead to complete their agreements. Grantees will be hearing individually from FTA

about the particulars of their projects. Committee staffers reported that FTA said progress on additional projects is expected soon.

The timing of this news is important because it comes just as appropriations committee staffers are working to finalize language in the THUD appropriations bill giving direction to DOT on how to manage the CIG program. FTA is most likely hoping the progress on pending projects will obviate the need for such language.

Progress Continues on FY 2019 Appropriations

The Senate last night passed an appropriations bill that combines the appropriations bill for the Department of Defense with that for the Departments of Labor, Health and Human Services and Education. With this action, the Senate has now completed work on 9 of the 12 spending bills for FY 2019.

When the House returns from its recess after Labor Day, they will take up the two “minibuses” approved by the Senate while they were away, and there is a reasonable chance that a significant number, if not all, of these nine bills will be sent to the President for signature by the time Congress recesses for the election.

This will leave for future consideration the three spending bills that deal with immigration policy and border security: Homeland Security; Commerce, Justice, Science; and State and Foreign Operations. Congressional leaders are taking the view that President Trump’s threat to push for a “shutdown” of government if he doesn’t get adequate border wall funding will apply only to these three measures.

FTA Releases “Lo-No” Bus Grants

The FTA today released its list of Low- or No- Emission bus grants for FY 2018. The awards fund 52 projects in 41 states. Click [HERE](#) to see the list of awarded projects.

Most of the grants are for standard amounts, 18 of them are for \$1.5 million and 13 of them are for \$1.5 million. The rest are for a variety of amounts ranging from \$ 407,000 to \$ 2.2 million.

FRA Announces \$203 million in Positive Train Control Grants

The Federal Railroad Administration (FRA) on Thursday announced the award of just over \$203 million in grants to support Positive Train Control (PTC) Implementation on the Nation’s Railroads.

The funding decisions announced Thursday cover a portion of the \$250 million appropriated in FY 2018 to support PTC implementation. The FRA announced it will soon issue another Notice of Funding Opportunity (NOFO) to begin the process of awarding the remaining \$46 million+. That NOFO will have a 30-day turn-around for applications, the FRA said in a statement.

Click [HERE](#) to see the announcement with the list of projects receiving awards.

FRA Releases Quarterly Report on PTC Implementation – 9 Commuter Lines “At Risk”

The FRA on Thursday released a report on progress towards implementation of PTC on the nation’s railroads. The report contains data as of June 30.

FRA Administrator Ron Batory noted in a statement that railroads have made “significant improvement” in implementation of PTC. He noted the number of railroads “at risk” of not qualifying for an extension from the December 31, 2018 deadline are down to 9 from 12 at the end of 2017. Railroads are identified as “at risk” if they do not appear on track to meet the six statutory criteria to qualify for the extension. Railroads identified as “at risk” include:

- New Mexico Rail Runner Express (Rio Metro)
- Capital Metropolitan Transportation Authority
- New Jersey Transit
- Altamont Corridor Express
- Maryland Area Regional Commuter
- Trinity Railway Express
- South Florida Regional Transportation Authority
- Peninsula Corridor Joint Powers Board (Caltrain)
- Central Florida Rail Corridor (SunRail)

This fall will be crunch time for these railroads as they work to obtain approval for an extension to the deadline. Extensions are allowed for up to two years. Some of these railroads may gain approval for a much shorter extension to avoid shutting down, but FRA has not discussed publicly how those judgment calls will be made.

August 31, 2018

Appropriations Talks May Point to Difficulty in Resolving Department of Transportation Spending Issues

An appropriations process that had been proceed smoothly hit a bit of a speed bump this week as budget realities began to hit home for the THUD appropriations bill and others. As nine appropriations measures advance through the process, appropriations committee leaders are having to juggle overall spending allocations for each bill to stay within the spending targets agreed to in the budget deal that covered FY 2018 and FY 2019. Different approaches to making these allocations among spending bills in the House and Senate are may lead to difficulty in meeting the leadership’s goal of sending the nine bills to the President for signature before September 30.

As approved by the Senate and by the House Appropriations Committee, the THUD bills of the two bodies are \$1.1 billion apart, with the House being at the higher number. Senate THUD Subcommittee Chair Susan Collins (R-ME) said this week that the final allocation for the bill is “not what we would have hoped” and will cause difficulties in reaching an agreement between the two bodies.

The difficulty in getting to final numbers on these nine bills stems from two things. First, the Military Construction/Veterans Affairs appropriations bill needs to accommodate \$1.7 billion additional spending to follow the “VA Mission Act” requirement that Veterans’ be given expanded options to seek medical care outside the VA system. Those funds will need to come from other spending bills to

keep the total domestic discretionary spending under the caps agreed to. Second, congressional leaders are trying to decide how much money to reserve in the remaining three spending bills to fund the border wall requested by the President. He has requested \$5 billion. Again, those funds would need to come from the other nine bills to stay under the caps.

Coupled with the relatively few days of session in September, the House has only six full days of session with votes in the entire month. This may make it difficult for appropriators to get the three "minibus" packages containing the nine bills back to the floors of the House and Senate for final approval. It appears a continuing resolution may be required to bridge some or all of these departments through until Congress returns in mid-November.