

Date of Hearing: April 25, 2018

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT
Cecilia Aguiar-Curry, Chair
AB 3119 (Gonzalez Fletcher) – As Amended April 18, 2018

SUBJECT: San Diego International Airport Mobility and Sustainability Committee: airport mobility and sustainability plan.

SUMMARY: Establishes the San Diego Airport Mobility and Sustainability Committee (Committee). Specifically, **this bill:**

- 1) Establishes the Committee with the following board membership:
 - a) A member of the board of directors of the San Diego Association of Governments, appointed by that board, or his or her designee;
 - b) A member of the City of San Diego Metropolitan Transit Development Board, appointed by that board, or his or her designee;
 - c) A member of the North San Diego County Transit Development Board, appointed by that board, or his or her designee;
 - d) A member of the board of the San Diego Unified Port District (Port), appointed by that board, or his or her designee;
 - e) A member of the board of directors of the San Diego Regional Airport (airport) Authority (Authority), appointed by that board, or his or her designee;
 - f) A representative of the City of San Diego, appointed by the City Council; and,
 - g) A representative of the County of San Diego, appointed by the Board of Supervisors.
- 2) Requires, by January 1, 2020, the Committee to prepare and submit to the board of directors of the airport Authority and the Legislature a plan to address specific issues of mobility and sustainability related to the airport that impact multiple public agencies, including, but not limited to, all of the following:
 - a) Increased congestion of roadways near the airport, including North Harbor Drive;
 - b) Unmet transit needs of airport passengers and employees and the potential to increase the share of airport passengers utilizing public transit; and,
 - c) The impacts of climate change and environmental factors, such as sea level rise and flooding.
- 3) Specifies that a majority of members of the Committee shall constitute a quorum.
- 4) Provides that a recorded vote of a majority of the total membership of the Committee is required for the Committee to take any action.

- 5) Specifies that if the Commission on State Mandates determines this measure contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made.

EXISTING LAW:

- 1) Establishes the airport Authority, as a local government entity of regional government, with specified jurisdiction extending throughout the County of San Diego, and prescribes the functions, duties, and powers of the Authority relating to the operation, management, and development of the airport and airport facilities.
- 2) Provides that the board of the airport Authority shall consist of nine *voting* members.
- 3) Authorizes the airport Authority to adopt a comprehensive plan on the future development of the airport.

FISCAL EFFECT: This bill is keyed fiscal and contains a state mandated local program.

COMMENTS:

- 1) **San Diego Unified Port District.** In 1962, when the region needed a central authority to coordinate development around San Diego Bay, the Legislature created the Port. The Port was subsequently affirmed by the voters of the Port's five-member cities of San Diego, Chula Vista, Coronado, National City, and Imperial Beach. The cities within the Port District's boundaries appoint the seven-member board of directors. The Port District operates harbor facilities, rail lines, state tidelands, parks, and prior to 2001, the Lindbergh Field Airport. After creation of the Port, the airport, which is located on Port-owned tidelands, was granted to the Port by the City of San Diego consistent with the original legislation that created the Port.
- 2) **San Diego Regional Government Efficiency Commission (RGEC).** In 2000, SB 329 (Peace), Chapter 764, Statutes of 2000, created the RGEC. This measure required the 11-member RGEC to come up with a plan for the consolidation of regional agencies, and a plan for improving the coordination of regional functions (SB 329, Peace, 2000). The August 1, 2001, report, "Continuing Our Excellence: Choices for Yet a Better Future," included the required consolidation and coordination plans. In addition, RGEC recommended that the Legislature consolidate the region's aviation responsibilities into a new Regional Airport Authority.
- 3) **San Diego County Regional Airport Authority.** AB 93 (Wayne), Chapter 946, Statutes of 2001, created the current airport Authority. The Legislature shifted considerable powers from the Port and the San Diego Association of Governments to create the new airport Authority. The airport Authority was established in 2002 for three specific purposes:
 - a) To operate the airport;
 - b) To direct a comprehensive study of potential airport sites to serve the San Diego region into the future and to place on the ballot a proposed site no later than November 2006; and,

- c) To serve as the Airport Land Use Commission for the 16 civilian and military airports within San Diego County.

The Legislature restructured the Authority with passage of SB 10 (Kehoe), Chapter 287, Statutes of 2007, to provide direct accountability, save taxpayer money, improve the Authority's ability to operate the airport, and enhance transportation planning in the region by directly linking air and ground transportation planning.

The following year, with approval of SB 1510 (Kehoe), Chapter 620, Statutes of 2008, the Legislature made a number of changes to the powers and duties of the Authority dealing with the board and the Authority's powers regarding civil penalties; unclaimed property; board member benefits and stipends; regional, mayoral and gubernatorial appointees; the Authority's executive and audit committees; rental car fees; and, disaster relief.

AB 1058 (Chavez), Chapter 83, Statutes of 2013, made changes to the governance structure of the airport Authority, clarifying the board of the Authority shall consist of nine voting members and altered how the Authority's board members are appointed, among other changes.

- 4) **Bill Summary.** AB 3119 establishes the Committee to research and publish a study on increased congestion, unmet transit needs, and the effects of climate change on the airport. This bill specifies the members that will serve on the Committee, and requires the Committee to submit the study to the Legislature. The author is the sponsor of the bill.
- 5) **Author's Statement.** According to the author, "San Diego is no longer a sleepy little beach town. It is a major metropolitan city with substantial air traffic that is looking to increase by some 10 million trips annually over the next 10 years. It is a region that suffers from increased traffic around the airport, no direct public transit to and from the airport, and a very real threat of sea-level rise that could leave our airport literally under water.

"Nonetheless, the airport Authority has continued to operate in a silo from relevant local government and transportation agencies which all are responsible for serving the public health, safety, and welfare. This has meant that airport Authority has been unable to address a variety of traffic and environmental issues that will only get worse in the coming years.

"For instance, the traffic along Harbor Drive, the only road leading in to the terminal area for passengers, impacts not just travelers but also nearby neighborhoods and businesses. As the airport expects to serve more passengers with additional terminals in the coming years, the heavy traffic on this road will increase and spill into downtown San Diego. This traffic is already a problem, and many locals have expressed concerns about the airport's lack of efforts to mitigate their contributions to it.

"San Diego's governmental entities have also lagged behind in investing in and collaborating with options for public transit. At last count, travelers arrived at San Diego's airport via public transit at a rate of one-fifth the national average for all U.S. airports. Today, the only way to get to the airport via public transportation is by a single bus route convenient to very few. While Los Angeles, Oakland, and San Francisco have recently completed or are in the advanced planning stages of massive projects to improve public transportation to their airports, San Diego needs to be every bit as bold and strategic.

“The airport Authority can’t continue to operate in a bubble and ignore these very real problems for San Diegans and airline passengers alike, and neither can the rest of San Diego. AB 3119 would take a modest step forward by ensuring that relevant agencies, who in the past have felt disconnected, get together as a committee and collectively create a plan within one year for how to address some of these mobility and sustainability issues we face.

“Given that each of these agencies already is required to do some amount of this planning, this Committee will simply ensure better coordination, interagency planning, and efficiency in addressing these issues. Functioning, sustainable airports and their interconnectedness with their surroundings are essential for modern California, and AB 3119 will help ensure that as the airport grows, it continues to be one.”

- 6) **Arguments in Support.** Supporters argue that there are no shortcuts to good government because eventually the short-term effects and long-term consequences meet. Because the airport is a regional asset, an important conversation needs to take place about traffic, transit, sea level rise, and public safety. Transparency and collaboration in decision-making on these important issues are paramount for the San Diego region because they bring more minds and voices to the conversation. Discussions regarding sound planning for the real challenges facing the airport and surrounding communities need to happen. AB 3119 promotes cooperation that can improve the status quo and move the San Diego region forward as a whole.

- 7) **Arguments in Opposition.** None on file.

REGISTERED SUPPORT / OPPOSITION:

Support

Unknown

Opposition

Unknown

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