

2022 LEGISLATIVE AND POLICY FOCUS AREAS

The following focus areas encompass broad, policy-oriented objectives that will help to advance the SANDAG priority projects and initiatives by securing the necessary legislative authority, program funding, political support, and/or regulatory actions at the state and federal levels in 2022¹.

Equity

SANDAG firmly upholds equity and inclusion for every person in the San Diego region. The agency's end goal is to create a San Diego region where every person who lives, works, or visits can thrive. SANDAG is committed to being a part of the solution and we will continue to promote projects, policies, and programs, like broadband internet access, that reflect principles of equity and inclusion, and will work with stakeholders to identify areas of improvement. For one, SANDAG will work with the state to modify tools, such as CalEnviroScreen, so that the region's Community Based Organizations can better access funds that help address the inequities that exist today.

Funding, Innovative Financing, Pilots, and Partnerships

Sustainable sources of funding at the state and federal levels are needed to support ongoing implementation of the Regional Plan. SANDAG will continue to seek state and federal formula and discretionary awards to advance the delivery of major regional projects, as well as support efforts that expand access to technical tools and resources and oppose efforts to redirect transportation funding to other purposes. SANDAG is also supportive of opportunities to pilot meaningful technologies, programs, and processes and leverage new and existing partner relationships.

Project Delivery and Resiliency

As the Consolidated Agency for the San Diego region, SANDAG is responsible for planning and delivering regional capital transportation projects. To do so in an efficient, cost effective, and innovative manner, SANDAG supports California Environmental Quality Act (CEQA) reform and streamlining for transportation-related projects where reasonable. Additionally, SANDAG aims to be a leading agency that incorporates resiliency planning into all aspects of our work, in addition to ongoing mitigation and adaptation planning. SANDAG also encourages innovative project delivery methods, such as Construction Management General Contractor (CMGC), and supports other strategies that may help expedite projects, minimize costs, and provide the highest quality of service.

Climate, Energy, and Environment

SANDAG has a long history of working closely with local jurisdictions and stakeholders to reduce greenhouse gas emissions and achieve other environmental goals through sustainable transportation projects, programs, and services. SANDAG will partner with stakeholders to maximize clean transportation investments (electrification, hydrogen fuel cell, other zero- and near-zero transportation technologies) to help advance the region's mobility, resiliency, and sustainability goals.

Binational Border, Tribal, Military, and Interregional Collaboration

Transportation infrastructure in the border region is critical to both Mexico and the United States. San Diego and the rest of Southern California are home to major U.S.-Mexico trade corridors where goods stay in the region or pass through the region to markets throughout the country and the world. SANDAG will continue to coordinate comprehensive planning efforts to improve border transportation and infrastructure along the U.S.-Mexico border. It is important that the region's 18 federally recognized tribal governments with jurisdiction over 19 reservations have a voice in planning for the transportation needs of today and tomorrow. The region has many designated STRAHNET and STRACNET military corridors critical to national security. Binational, tribal, military, and interregional coordination include transportation infrastructure, energy and conservation planning, forecasting, interoperability, and/or data collection.

Housing / Affordable Housing

A lack of housing production in the San Diego region has led to higher rents and housing costs - affecting residents, the business community, and quality of life. SANDAG will partner with its member agencies and other stakeholders to support legislative efforts that help incentivize and streamline housing development near existing and planned transportation investments through redevelopment, transit-oriented development, and the Regional Housing Needs Assessment process.

Technology and Data

The future of mobility is changing rapidly. In order to effectively plan for these changes, SANDAG has revolutionized our long-term planning process based on data science and analytics, providing a model for how the state and other regions can employ Big Data for transportation planning efforts. The San Diego region is a leader in piloting and deploying innovative transportation solutions and infrastructure that leverage both technology and data to improve the transportation system. SANDAG will seek policies, infrastructure investments, and new opportunities to employ data analytics research to further the agency's work, including new ways of conducting business in partnership with the private sector.

¹ Listed in no particular order.

2022 LEGISLATIVE AND POLICY PROGRAM

The SANDAG Legislative and Policy Program provides a framework to advance policies and legislative initiatives in support of the agency’s mission, strategic goals, and long-term vision.

No.	SPONSOR
1	Efforts to inform the next Federal Surface Transportation Authorization, including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), active transportation, and tribal transportation planning. (2007, 2012)
2	Resources and funding mechanisms consistent with financial strategies adopted in the Regional Plan, including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and higher pass-through maintenance/preservation funding. (2012)
3	Expanded access to resources and technical tools that will enable SANDAG to implement the Regional Plan, 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, 2009, 2015, 2022)
4	Efforts that address border transportation infrastructure needs consistent with the Regional Plan and California-Baja California Border Master Plan. (2012)
5	Policy and/or legislative changes to streamline the California Environmental Quality Act (CEQA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way. (2013, 2015)
6	Policy and/or legislative changes to improve the planning and implementation of the Regional Plan. (2013)
7	Public transit funding and continued support for intercity rail. (2008, 2013, 2015, 2017)
8	Efforts to advance connected and autonomous vehicle technology to enhance transportation safety, sustainable and efficient mobility, a healthier environment, and economic growth and job creation. (2018)
9	Efforts to advance clean energy and clean transportation policies, programs, and legislation for the region that are consistent with the Regional Energy Strategy and Regional Plan. (2002, 2015)
10	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)

No.	SUPPORT
11	Efforts to pursue funding and enact policies, programs, legislation, and other initiatives that advance equity and inclusion, including eliminating the digital divide. (2021)
12	Policies and/or legislation implementing climate action and adaptation plans and programs, including cap-and-trade, that are consistent with the Regional Plan. (2007, 2015)
13	Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems. (2005)
14	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)
15	Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments. (2002)
16	Efforts to 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)
17	Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues. (2002)
18	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)
19	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 and public health, including initiatives that address substance abuse and graffiti abatement and reduce youth and gang violence.
20	Policy and/or legislative changes to enable the use of freeway shoulders as transit lanes on major corridors in the San Diego region. (2006)
21	Legislation and/or policies that promote governmental efficiencies and cost savings. (2009, 2015)
22	Transit boards' legislative programs where consistent with SANDAG Policy. (2002)
23	Other organizations' legislative programs where consistent with SANDAG Policy (i.e., California Association of Councils of Governments, American Public Transportation Association, National Association of Regional Councils, California Transit Association, Self-Help Counties Coalition, League of California Cities, California State Association of Counties, Caltrans, International Association of Chiefs of Police, National Sheriffs' Association, California Police Chiefs Association, California State Sheriffs' Association, Coalition for America's Gateways and Trade Corridors (CAGTC), and National Association of Counties). (2003, 2005)

No.	MONITOR
24	Efforts to pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law.
25	Proposals that limit the use of eminent domain for public infrastructure projects. (2005)
26	Legislation affecting solid waste, water supply, and storm water; support funding opportunities to assist in these areas, and implementation of the Regional Plan. (2003, 2022)
27	Legislation relating to personnel matters (i.e., workers' compensation, Public Employee Retirement System benefits) and other labor related issues. (2003)
28	Legislation requiring local agencies to implement new administrative compliance measures. (2005)
29	Legislative efforts related to offshore oil drilling in the coastal waters within the San Diego region. (2018)