EXECUTIVE COMMITTEE AGENDA

Friday, May 12, 2006
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS

• LEGISLATIVE STATUS REPORT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

MISSION STATEMENT

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

San Diego Association of Governments • 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 • Fax (619) 699-1905 • www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Executive Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Executive Committee may take action on any item appearing on the agenda.

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

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

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
EXECUTIVE COMMITTEE
Friday, May 12, 2006

ITEM #                        RECOMMENDATION

+1.  APPROVAL OF APRIL 14, 2006, MEETING MINUTES  APPROVE

2.  PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

REPORTS (3 through 6)

+3.  ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS  APPROVE
(Kim Kawada)

As required by Board Policy, staff has conducted a review of all of SANDAG’s existing committees and working groups to determine whether they should continue or if any of their responsibilities need to be modified. The Executive Committee is asked to approve the continuation of the current committees and working groups.

+4.  APPLICATION PROCESS FOR SANDAG BOARD OFFICERS  RECOMMEND
(Kim Kawada)

Staff has developed a draft application form for candidates interested in the positions of Chair, First Vice Chair, and Second Vice Chair for the upcoming calendar year 2007. The Executive Committee is asked to review the draft material, make changes as needed, and recommend that the Board of Directors approve the application form.

+5.  LEGISLATIVE STATUS REPORT (Ellen Roundtree)  APPROVE

This item provides a status report on state and federal legislative activities. The Executive Committee is asked to approve positions and/or actions on various bills.

+6.  REVIEW OF MAY 26, 2006, DRAFT BOARD AGENDA  APPROVE

7.  UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, June 9, 2006, at 9 a.m.

8.  ADJOURNMENT

+ next to an agenda item indicates an attachment
Chairman Mickey Cafagna (North County Inland) called the Executive Committee meeting to order at 9:06 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Mayor Christy Guerin (North County Coastal) and a second by Supervisor Bill Horn (County of San Diego), the minutes of the March 10, 2006, Executive Committee meeting were unanimously approved with one abstention by Councilmember Jim Madaffer (City of San Diego).

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chuck Lungerhausen, a member of the public, solicited sponsorship donations for the Multiple Sclerosis (MS) Walk on April 29 and 30. On the public transportation front, it is his hope that Board members read the Opinion Editorial article in last Friday’s San Diego Union-Tribune newspaper entitled, “An effort to save our transit system,” by Metropolitan Transit System (MTS) Board members Toni Atkins, Bob Emery, and Phil Monroe. He hoped all readers came to the conclusion that more local tax dollars draw more federal and state tax dollars, and that a higher tax is an investment in the future expansion of trade in the San Diego region.

CHAIR’S REPORT (3)

3. UPDATE ON THE CALIFORNIA LEGISLATIVE ANALYST’S OFFICE REPORT (INFORMATION/POSSIBLE ACTION)

Kim Kawada, Executive Program Manager, reported that the state legislation that consolidated the functions of SANDAG with the transit planning and project development responsibilities of the two transit agencies in the San Diego region also called for the California Legislative Analyst’s Office (LAO) to study the effectiveness of the region’s governance system. The LAO released its report on March 30, 2006. The LAO looked at SANDAG activities since consolidation in 2003 in the areas of how we influence land use development, how we address transportation needs, and how much progress we’ve made in other areas such as the environment and affordable housing.

On the positive side, the LAO found that the scope and scale of SANDAG’s responsibilities in transportation and comprehensive regional planning are a good fit. The broad scope allows
SANDAG to look at the big picture when making policy decisions on a number of issues. The LAO highlighted the TransNet program in which we balanced needs for transportation with smart growth incentives and habitat protection. The LAO also found that SANDAG is one of the best regional agencies in the state at addressing regional issues. The LAO further found significant accountability between the public and local elected officials of the 18 cities and the County of San Diego.

On the other side, the LAO identified certain limitations in the regional governance structure. Those areas included land use authority, tax structure and fiscal reform, and accountability. The LAO stated that while SANDAG as the regional agency makes regional land use policies and recommendations to local jurisdictions, ultimately the land use authority and the ability to implement changes to land use remains with the cities and the County. The LAO found shortcomings in the current tax structure that encourage local jurisdictions to promote “a narrow range of land uses” that bring in revenues to the local jurisdictions but aren’t necessarily consistent with regional interests to promote compact, smart growth development around transit. The LAO also mentioned the issue of directly elected versus appointed representatives and stated that the public sometimes may have a hard time holding SANDAG officials accountable since the membership positions on the SANDAG Board are appointed and often rotate. However, these limitations are not unique to the San Diego region or SANDAG in particular.

The LAO presented three options for the region’s governance structure: (1) no change; (2) take incremental steps to increase accountability, such as the Board’s efforts to add a second County representative to SANDAG; and (3) broad governance restructuring. The potential areas for change identified by the LAO, such as fiscal reform and land use regulations, would take a combined effort of local jurisdictions, regional agencies, and the state to make a difference. The LAO did not take a position on whether the governance structure should be changed. It will be up to the region to decide. The LAO’s report will be presented to the Board at its April 28 meeting.

Councilmember Madaffer commented that it is unfortunate that this report received no media play. The LAO’s report could not have been any better for SANDAG. With respect to the governance system, adding a second representative to the SANDAG Board for the County’s unincorporated areas is a good step. Regarding the LAO’s suggestion to convert SANDAG to a “council of mayors,” he noted that some jurisdictions rotate their mayor positions within their city council. To date, SANDAG has worked extremely well in its current form. On Page 12 of the report, the LAO states that SANDAG plays a more prominent role than most other councils of governments (COGs). This is the case throughout the state. Another comment on page 17 stated that SANDAG has limited active feedback. SANDAG has a good Web site and broadcasts its Board meetings over the Internet. He didn’t know what else we could do but suggested that we continue to explore ways to enhance public involvement in SANDAG activities. On Page 42, with regard to transportation, the LAO recognized the necessary coordination between SANDAG, MTS, and the North County Transit District (NCTD). On Pages 45 and 46, the LAO talked about SANDAG choosing to use transportation dollars as incentives for local jurisdictions to develop affordable housing. He said that SANDAG is looked at as a leader around the state by such actions. This organization deserves a pat on the back for this effort. The report is a glowing assessment of this organization. The SANDAG Board deserves the credit for the structure and
organization and the fact that this region works so well together. We are the envy around the state.

Mayor Crystal Crawford (North County Coastal) stated that the comments made in the LAO report regarding limited public comments are related to the fact that not a lot of members of the public provide input at SANDAG meetings. The members of the public attending SANDAG meetings vary based on the issues being discussed. She added that we go out to the community with public workshops to try to obtain public input for those who cannot attend Board meetings on Friday mornings. There are different ways to interpret what the LAO meant with that statement.

Vice Mayor Ron Morrison (South County) said that it was fascinating to watch the media coverage on this report. The one point raised was that since we have appointed, elected officials on our Board, it might be difficult for individuals to determine who represents them on the SANDAG Board. Vice Mayor Morrison said he took an informal poll asking various people whether they knew their elected officials at the federal, state, and local levels. Less than 10 percent of the people he asked knew who their elected officials were. What he hears from COGs throughout the nation is that they envy SANDAG.

Chair Cafagna commented that the LAO was not happy about doing this report, but it did a good job. It pointed out areas needing improvement, and we are continuing to improve. There were no surprises.

**Action:** No action was taken on this item.

### REPORTS (4 through 5)

4. **DRAFT BOARD POLICY: IMPLEMENTATION GUIDELINES FOR SANDAG REGIONAL HOUSING NEEDS ASSESSMENT (RHNA) POLICY MEMORANDUM (RECOMMEND)**

Susan Baldwin, Senior Planner, reported that the subject of this item was draft Board policy No. 033 that includes implementation guidelines for the RHNA policy. This item was referred back to staff for further review. Mayor Guerin distributed a memo at the last Board meeting that discussed several concerns. Staff has responded to this memo in Attachment 1 of the report. A number of the recommended changes were not consistent with the adopted RHNA policy, however, staff does support three changes to the draft Board policy for clarity purposes. One change was to add a statement in the Purpose section that the Board policy will be reviewed annually to determine if changes are needed and noting some issues that should be considered. A second concern was a change to Section 2.4.2, regarding making progress toward implementation. “Making progress” on housing elements is defined as demonstrating a good faith effort. The third change is to Section 2.4.3, to allow the submission of an annual report on or before the application due date for a funding program. This would allow jurisdictions additional time to complete these reports. Attachment 2 shows the actual changes to the draft Board policy.

Following completion of the agenda report, staff received a letter from the County of San Diego expressing its concerns with the policy. It also suggested changes. Two of those
changes have been addressed in the revised draft Board policy regarding the annual evaluation and greater flexibility with the annual housing report due date. The third change was to delay implementation of the housing element submittal requirement until June 2007 when the County’s General Plan will be complete. Staff does not agree with that proposed change. We also received a letter from the City of Chula Vista on Wednesday, April 12, that requests that during the annual review of the policy, the overall lower income production be considered rather than just the percentage of RHNA numbers that have been produced.

Supervisor Horn expressed his appreciation for SANDAG staff addressing two of the County’s issues. He was disappointed that the third issue was not included; however, he expressed his support for this item.

Mayor Guerin also thanked staff for taking each of the comments she submitted and thoroughly explaining their recommendations. She is happy with the second recommendation.

Vice Mayor Pia Harris-Ebert (North County Inland) asked for an explanation of a good faith effort. She expressed frustration about these changes coming back again.

Ms. Baldwin explained that in your housing elements, if you have to undertake a rezoning program, you need to put together a schedule that shows what you are going to do and when. A good faith effort is if you are actually meeting the deadlines in the schedule.

Vice Mayor Morrison asked about how the proposal by Chula Vista would be any different from the methodology included in the Board policy. Ms. Baldwin said the current recommended approach awards incentive points based upon the percentage of the need met for low and very low income housing categories within each jurisdiction. The letter from Chula Vista stated that using the percentage approach allows many jurisdictions to compete for incentive points, but using it alone may place jurisdictions that are actually producing the largest absolute numbers of low income units at a disadvantage because of their very high RHNA allocations. She agreed that we could look at a two-pronged approach to evaluating those numbers.

Gary Gallegos, Executive Director, agreed that showing both the actual numbers and the percentages would be a good thing to do.

Second Vice Chair Holt Pfeiler (North County Inland) suggested that the two-pronged approach to awarding incentive points be evaluated when the first annual review is conducted.

Mayor Crawford said that it would be helpful for local jurisdictions to keep track if they had a frame of reference for how many units we need as a city and how many we need for the county as a whole. She expressed concern about the disparity between housing units and population.
Ms. Baldwin noted that one of the things we are doing as part of the RCP is a performance monitoring report. That is where we will look at the housing growth in comparison to population growth in the region.

Mr. Gallegos said that we will strive to present the information in various ways.

**Action:** Upon a motion by Supervisor Horn, and a second by Councilmember Madaffer, the Executive Committee recommended that the SANDAG Board of Directors approve the revisions to Draft Board Policy No. 033 as presented.

5. **LEGISLATIVE STATUS REPORT (INFORMATION/POSSIBLE ACTION)**

Kim Kawada reported that on the federal side, all of our project funding proposals for the FY 2007 transportation appropriations process have been submitted, and the four current members of San Diego’s Congressional delegation signed a letter supporting various projects on behalf of the vacant 50th District seat. Ms. Kawada noted that Congress will return from recess on April 24, when the House is expected to make markups to be done by the July 4 recess. She said that earmark requests for FY 2007 are substantially down compared to FY 2006.

Ms. Kawada said that on the state side, SANDAG’s governance bill, Senate Bill (SB) 1296 (Kehoe), to add a second county supervisor representative to the SANDAG Board and to allow the San Diego Mayor to serve on the SANDAG Board, is moving through the Legislature with no problems. The bill is out of the Senate and into the Assembly.

Ms. Kawada said that talks are still in the works about a potential infrastructure bond for the November ballot. The most current vehicle is Assembly Bill (AB) 134 (Nunez), which has moved out of the Assembly and has been marked up by the Senate.

In addition, there are a couple of state bills that, if passed, will help improve and expedite transportation project delivery. The first is SB 1812 (Runner) that would delegate NEPA (National Environmental Protection Act) authority from the United States Department of Transportation (USDOT) to Caltrans. It’s a state bill to allow California to participate in a pilot program authorized under SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) to speed up project delivery while still maintaining adequate environmental protections. Another bill, AB 2025 (Niello), would give authority to Caltrans for design-build projects. There is a hearing on this bill next week in the Assembly Transportation Committee.

Mr. Gallegos added that San Diego and Orange Counties have been asked to provide testimony at the Assembly hearing on AB 2025, related to our experience with limited design-build projects previously authorized for AB 680; these are toll road projects such as State Route 125.

Ms. Kawada continued that, on the state side, we would like Executive Committee direction on SANDAG legislative goal number 10, which would allow SANDAG to conduct public meetings in Mexico and adjoining counties. We approached Senator Denise Ducheny on this matter, and she advised us that our legal counsel should prepare an opinion on the legal
constraints limiting cross-border meetings. Then she would ask the state Legislative Counsel to provide an opinion on this to determine if any changes to state law are needed. Ms. Kawada asked for a consensus from the Executive Committee on this approach; the Executive Committee agreed.

Mr. Gallegos said that on this date, Assemblymember George Plescia takes over as minority leader in the state Assembly. He is now a member of the “big five,” and it is the first time in many years that the San Diego region has been included in such a leadership position. That’s a plus for us. Related to the infrastructure bond, after negotiations on the bond measure collapsed in March, the Governor challenged the leadership of the Legislature to come back with a proposal he could support. They appear to be optimistic. We have been providing information about what would be helpful to us here in San Diego. The general talk today is a $30 billion bond measure scaled down from the previous $68 billion. There would be three areas of focus: transportation, education, and levees. With all of the recent rain in Northern California, the levees have a high level of interest. The membership is not as optimistic as the leadership in getting something out. They hope to have something done within two weeks after the spring recess. We continue to push on the concept of making sure design-build is included along with the ability to do private/public partnerships. There is acknowledgement that there is not enough money to do everything. There is agreement that there should be some fees to pay for portions of the infrastructure bonds.

We are looking for the authority to allow local officials to consider and make decisions about tolls and fees for transportation infrastructure. If a region determined that it would be in the public’s interest for a transportation project to be implemented by the private sector, then the regional decision could be ratified by the state. Mr. Gallegos noted that the Legislature probably has about two to three weeks to deal with the infrastructure bond. If a decision is not made by then, its focus will shift to the state budget, and then the election cycle starts.

Vice Mayor Harris-Ebert asked about the funding breakdown. Mr. Gallegos responded that it was his understanding that the proposed $30 billion bond would be split in the following way: $15 billion for transportation, $10 billion for education, and $5 billion for levees.

Mayor Art Madrid (East County) said that we might want to look at the proposed bond measure for libraries (Proposition 81) for the June election. He thought that SANDAG should take a position on this.

Councilmember Madaffer stated that he has signed a memo to the San Diego City Council regarding this proposition; the City Council is being asked to take a position of support. The City received $30 million from the last library bond measure. There is a draft resolution that he could share with other jurisdictions.

Mayor Madrid asked that the model resolution be sent to other jurisdictions.

Vice Mayor Morrison said that National City also was a recipient of funding from the first library bond. National City completed a library, and it has made a huge difference in the city. People underrate the influence of libraries.
6. **REVIEW OF APRIL 28, 2006, DRAFT BOARD AGENDA**

Diane Eidam, Chief Deputy Executive Director, reviewed each item. She said that agenda item No. 11 would be deleted from this agenda and added to the May 26 Board agenda.

Mayor Holt Pfeiler asked about the subject of the May 12 Policy Board meeting. Ms. Kawada replied that it is related to the regional growth forecast.

**Action:** Upon a motion by Vice Mayor Morrison, and a second by Councilmember Madaffer, the Executive Committee voted to approve the agenda for the April 28, 2006, Board of Directors meeting, as revised.

12. **UPCOMING MEETINGS**

The next Executive Committee meeting is scheduled for May 12, 2006.

13. **ADJOURNMENT**

Chair Cafagna adjourned the meeting at 9:56 a.m.

Attachment: Attendance Sheet
# CONFIRMED ATTENDANCE

## SANDAG EXECUTIVE COMMITTEE MEETING

**APRIL 14, 2006**

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County Coastal</td>
<td>City of Encinitas</td>
<td>Christy Guerin</td>
<td>Member</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Del Mar</td>
<td>Crystal Crawford</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>North County Inland</td>
<td>City of Poway</td>
<td>Mickey Cafagna</td>
<td>Member</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of San Marcos</td>
<td>Pia Harris-Ebert</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>East County</td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
<td>Member</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Santee</td>
<td>Hal Ryan</td>
<td>Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>South County</td>
<td>City of National City</td>
<td>Ron Morrison</td>
<td>Member</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Chula Vista</td>
<td>Steve Padilla</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>City of San Diego</td>
<td>___</td>
<td>Jerry Sanders</td>
<td>Member</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Jim Madaffer</td>
<td>Alternate</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>County of San Diego</td>
<td>----</td>
<td>Bill Horn</td>
<td>Member</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Ron Roberts</td>
<td>Alternate</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Ex Officio, 2nd Vice Chair</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler</td>
<td></td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS

Introduction

SANDAG Board Policy No. 001 sets forth responsibilities for the Board of Directors and Policy Advisory Committees (PACs). In accordance with this policy, the Executive Committee is responsible for annually reviewing a list of all of SANDAG’s lower-level committees and working groups to determine the need to maintain the committee or working group and to approve any revisions in functions or membership. Staff has conducted the annual review and recommends maintaining the current committees and working groups.

Discussion

Obtaining meaningful public and technical input is important to all of our functional areas and is consistent with SANDAG’s adopted policy for public participation/involvement. Equally important is the need for focused policy direction, which is vested either in the Board of Directors or has been delegated by the Board to one of the five PACs.

SANDAG supports 27 different committees and working groups that advise the PACs on a variety of projects and issues related to our Overall Work Program and Capital Improvement Program. With the exception of the Executive Committee, each PAC (Transportation, Regional Planning, Borders, and Public Safety) has a number of different committees and working groups that report to it. Attachment 1 depicts the relationship between each of the PACs and their related working groups. Attachment 2 lists the membership, responsibilities, year established, frequency of meetings, and status for each of these groups.

Standing Groups

Many of our committees and working groups have met for years (even decades). These standing groups generally assist in continuing planning, programming, and project development activities. Some examples of these include the Regional Planning Technical Working Group (planning directors), Cities/County Transportation Advisory Committee (public works directors), the Committee on Binational Regional Opportunities (stakeholders from the San Diego region and Mexico), and the Chiefs'/Sheriff’s Management Committee (chiefs of police, sheriff, or public safety chief executive officers).

Other standing committees and groups have been formed more recently in response to SANDAG’s newer responsibilities. For example, the Environmental Mitigation Program (EMP) Working Group,
which was created in September 2005, advises the Regional Planning Committee on issues related to the coordination and implementation of the TransNet Environmental Mitigation Program.

**Ad Hoc Groups**

Other committees and working groups are ad hoc, meaning that they are established to accomplish a specific task or project. These ad hoc groups terminate upon completion of the identified task or project. Over the past year, there have been several ad hoc groups created to provide input into the development of the comprehensive 2007 RTP update; examples of these include the Regional Planning Stakeholders Working Group, Regional Freight Working Group, and Transportation Project Evaluation Criteria Ad Hoc Working Group. Most recently in April 2006, the Borders Committee established two ad hoc groups to assist it in the I-15 Interregional Partnership (I-15 IRP) project with the Western Riverside Council of Governments. These groups – the I-15 IRP Joint Policy Committee and the I-15 IRP Economic Development Ad Hoc Working Group – are scheduled to conclude their work in early 2007.

**Status of Working Groups**

Since the Executive Committee’s last annual review in May 2005, all of the prior working groups have updated their charters. The PACs also routinely approve a charter when establishing a new working group. A charter defines the purpose of the group, its line of reporting, responsibilities, membership, meeting time and location, method of selection of the group’s chair and vice chair, and duration of existence.

As part of its annual approval of SANDAG’s committees and working groups last year, the Executive Committee noted that an evaluation of the work of two groups – the Regional Housing Working Group and the Shoreline Preservation Working Group -- should be conducted as part of the annual evaluation process in 2006. A summary of the work of these two groups during 2005 is provided below:

**Regional Housing Working Group (RHWG)**

In October 2005, the Regional Planning Committee (RPC) approved a charter for the RHWG (Attachment 3), which made significant changes to the group’s membership. Membership on the RHWG was reduced from about 42 to 25 voting members to help ensure a quorum at meetings. The charter approved by the RPC also defined the group’s responsibilities, which include reviewing/making recommendations on: housing forums, a program to educate the public and elected officials about regional housing issues, and select state and federal housing-related legislation, among other duties. In addition, the charter requires the RHWG to develop an annual work program, which also was approved by the RPC in October 2005. Over the past year, most of the RHWG’s work has focused on its restructuring efforts. In December 2005, the RHWG also hosted a meeting of the national organization, The Campaign for Affordable Housing. In addition, two members of the RHWG volunteered to serve (as member and alternate) on SANDAG’s Transportation Project Evaluation Criteria (TPEC) Working Group.
Shoreline Preservation Working Group

In September 2005, the Shoreline Preservation Working Group (SPWG) updated and approved its charter (Attachment 4). During 2005, the SPWG completed the fourth and final year of monitoring required under the permits for the Regional Beach Sand Project. The SPWG also approved the continuation of a modified Shoreline Monitoring Program, and a consultant contract for these continuing monitoring efforts was executed. During the year, work was completed on the Sand Compatibility and Opportunistic Use Program (SCOUPI), which defines protocols and provides templates for a generic regional opportunistic sand program for California based on an application to the Oceanside littoral cell in the San Diego region. Through SCOUPI, environmental documentation sufficient to successfully obtain permits was prepared. The SPWG also received several presentations that updated the group on various shoreline-related efforts going on throughout the region.

Next Steps

Besides the annual Executive Committee review, Board Policy also requires biannual reports to the Board of Directors on the status of SANDAG’s committees and working groups. The next report to the Board is scheduled to occur in July 2006.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Policy Advisory Committees and Related Working Groups diagram
2. List of Committees and Working Groups
3. Regional Housing Working Group charter
4. Shoreline Preservation Working Group charter

Key Staff Contact: Kim Kawada, (619) 699-6994, kka@sandag.org
Attachment 1
Board of Directors

Borders Committee

Committee on Binational Regional Opportunities

I-15 Interregional Partnership
Joint Policy Committee
Economic Development Ad Hoc Working Group
# LIST OF COMMITTEES AND WORKING GROUPS

## TRANSPORTATION COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>STATUS OF CHARTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bayshore Bikeway Working Group</td>
<td>Supervisor Cox (County), Mayor Rose (Imperial Beach), Councilmember Monroe (Coronado), Councilmember Faulconer (San Diego), Councilmember Zarate (National City), Councilmember McCann (Chula Vista), and representatives from the Port of San Diego and the bicycling community</td>
<td>Reviews and supports improvements to the Bayshore Bikeway</td>
<td>1989</td>
<td>Will terminate upon project completion</td>
<td>☑ completed June 2005</td>
</tr>
<tr>
<td>2 Bicycle-Pedestrian Advisory Working Group</td>
<td>Staff from local jurisdictions, Caltrans, MTS, NCTD, Port of San Diego, San Diego County Bicycle Coalition, North County Cycle Club, and Walk San Diego</td>
<td>Makes bicycle and pedestrian funding recommendations and reviews non-motorized transportation issues</td>
<td>1970s</td>
<td>Standing</td>
<td>☑ completed May 2005</td>
</tr>
<tr>
<td>3 Cities/County Transportation Advisory Committee (CTAC)</td>
<td>Public works directors from local jurisdictions and staff from Caltrans, MTS, and NCTD</td>
<td>Makes arterial project funding recommendations and reviews arterial planning and project issues</td>
<td>1993</td>
<td>Standing</td>
<td>☑ completed June 2005</td>
</tr>
<tr>
<td>4 Regional Transit Fare Structure Task Force</td>
<td>NCTD, MTS, and other transit operator staffs</td>
<td>Assists in developing Regional Comprehensive Fare Ordinance, conducts annual evaluation of regional transit fare structure, and develops recommendations for fare changes as part of the annual transit agency budget process.</td>
<td>2004</td>
<td>Standing</td>
<td>To be scheduled for an upcoming meeting</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
<td>STATUS OF CHARTER</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------</td>
<td>------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>------------------</td>
</tr>
<tr>
<td>5 Regional Transit Planning Working Group</td>
<td>NCTD, MTS, and other transit operator staffs</td>
<td>Assists in developing annual Regional SRTP</td>
<td>2003</td>
<td>Standing</td>
<td>☑ completed September 2005</td>
</tr>
<tr>
<td>6 San Diego Region Conformity Working Group</td>
<td>Staff from the U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Air Resources Board (ARB), Caltrans, and San Diego Air Pollution Control District (APCD)</td>
<td>Reviews and comments on RTP/RTIP transportation conformity and State Implementation Plan development or updates</td>
<td>1994</td>
<td>Standing</td>
<td>☑ completed May 2005</td>
</tr>
<tr>
<td>7 San Diego Regional Traffic Engineers Council (SANTEC)</td>
<td>Traffic engineers from local jurisdictions, Caltrans, and staff from MTS and NCTD</td>
<td>Makes traffic signal project funding recommendations and reviews traffic engineering issues</td>
<td>1989</td>
<td>Standing</td>
<td>☑ completed June 2005</td>
</tr>
<tr>
<td>8 Subcommittee for Accessible Transportation (SCAT)</td>
<td>Staff from social service agencies, SANDAG, MTS, and NCTD, and citizens</td>
<td>Advises on senior/disabled transit services and planning issues</td>
<td>1979</td>
<td>Standing</td>
<td>☑ completed December 2005</td>
</tr>
<tr>
<td>9 Transit Access Advisory Committee (TAAC)</td>
<td>Interested citizens representing various organizations involved in the Americans with Disabilities Act (ADA)</td>
<td>Reviews and advises on transit capital improvement projects for ADA compliance</td>
<td>1980</td>
<td>Standing</td>
<td>☑ completed July 2005</td>
</tr>
</tbody>
</table>
## TRANSPORTATION COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>STATUS OF CHARTER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No. of Mtgs. in 2005: 9</td>
<td></td>
</tr>
<tr>
<td>11 Regional Car Sharing Working Group</td>
<td>Staff from the City of San Diego, NCTD, MTS, Caltrans, and the San Diego Economic Development Corporation (SDEDC)</td>
<td>Advises on project development issues</td>
<td>2004</td>
<td>Will terminate upon project completion (2006)</td>
<td>☑ completed June 2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Meeting Schedule: Bimonthly</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No. of Mtgs. in 2005: 5</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No. of Mtgs. in 2005: 5</td>
<td></td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
<td>STATUS OF CHARTER</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>13</td>
<td>Transportation Project Evaluation Criteria Ad Hoc Working Group</td>
<td>Will review current transportation evaluation criteria, provide suggestions for modifications, and examine potential new project evaluation criteria for the Comprehensive 2007 RTP; also may review performance indicators used to evaluate RTP transportation alternatives</td>
<td>2005</td>
<td>Will terminate upon completion of RTP update (2007)</td>
<td>☑ completed December 2005</td>
</tr>
<tr>
<td></td>
<td>Two members each from the Cities/County Transportation Advisory Committee, Regional Planning Stakeholders Working Group, and Regional Planning Technical Working Group; and one member each from the Bicycle-Pedestrian Working Group, Regional Freight Working Group, and Regional Housing Working Group</td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly No. of Mtgs. in 2005: None (created in December)</td>
<td></td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
<td>STATUS OF CHARTER</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>14 Shoreline Preservation Working Group</td>
<td>Councilmember Kulchin (Carlsbad), Deputy Mayor Bond (Encinitas), Councilmembers Janney and McLean (Imperial Beach), Councilmembers Downey and Monroe (Coronado), Councilmember Faulconer (San Diego), Councilmember Finnell and Mayor Crawford (Del Mar), Councilmembers Roberts and Kellejian (Solana Beach), Supervisor Slater-Price (County), Deputy Mayor Mackin and Councilmember Sanchez (Oceanside); representatives from resource agencies; DOD; Port of San Diego; Surfrider Foundation; Sierra Club; California Coastal Coalition; and California Lobster and Trap Fisherman Association; and economic development, business, and other community organizations</td>
<td>Advises on the implementation of the Shoreline Preservation Strategy adopted by SANDAG in 1993</td>
<td>1980s</td>
<td>Standing</td>
<td>☑ completed September 2005</td>
</tr>
<tr>
<td>15 Regional Housing Working Group</td>
<td>UCSD Connect; housing staff representatives from the City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; and housing authority staff, housing industry representatives, and housing advocates</td>
<td>Serves as a forum for discussion of regional housing issues</td>
<td>2000</td>
<td>Standing</td>
<td>☑ completed October 2005</td>
</tr>
<tr>
<td>16 Energy Working Group</td>
<td>Councilmember Abarbanel (Del Mar, representing North County Coastal), Mayor Madrid (La Mesa, representing East County), Councilmember Campbell (Vista, representing North County Inland), Councilmember Frye (San Diego), Vacant (South Bay), Vacant (County); and representatives from San Diego Gas &amp; Electric (SDG&amp;E), environmental groups, consumer advocates, small and large businesses, labor, academia, and economic development agencies</td>
<td>Advises on the implementation of the Regional Energy Strategy adopted by SANDAG in 2003</td>
<td>2004</td>
<td>Standing</td>
<td>☑ completed June 2005</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
<td>STATUS OF CHARTER</td>
</tr>
<tr>
<td>-----------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>17 Environmental Mitigation Program (EMP) Working Group</td>
<td>Councilmember Carrie Downey (Coronado); and staff representatives from City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; representatives from the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Game, California Wildlife Conservation Board, Caltrans, The Nature Conservancy, Conservation Resource Network, U.S. Geological Survey, Endangered Habitats League, Building Industry Association, San Diego Foundation, California Coastal Conservancy, and Alliance for Habitat Conservation</td>
<td>Advises on issues related to the coordination and implementation of the TransNet Environmental Mitigation Program</td>
<td>2005</td>
<td>Will continue through duration of implementation of TransNet EMP</td>
<td>☑ completed October 2005</td>
</tr>
<tr>
<td>18 Regional Planning Technical Working Group (TWG)</td>
<td>Planning directors from local jurisdictions and staff from other agencies, including Port of San Diego, MTS, NCTD, County Water Authority (CWA), and Local Agency Formation Commission (LAFCO)</td>
<td>Advises on the development and implementation of the RCP</td>
<td>1990</td>
<td>Standing</td>
<td>☑ completed June 2005</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
<td>STATUS OF CHARTER</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------</td>
<td>------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>------------------</td>
</tr>
<tr>
<td>20 Smart Growth Urban Design Guidelines Ad Hoc Working Group</td>
<td>Two members each from the Cities/County Transportation Advisory Committee, Regional Planning Stakeholders Working Group, and Regional Planning Technical Working Group.</td>
<td>Provides input on the development of urban design guidelines for the San Diego region, including preparation of scope of work, consultant selection, and periodic feedback as the guidelines are developed</td>
<td>2006</td>
<td>Will terminate upon completion of urban design guidelines (June 2007)</td>
<td>☐ completed March 2006</td>
</tr>
</tbody>
</table>

Meeting Schedule: Periodically as needed
No. of Mtgs. in 2005: None
<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>STATUS OF CHARTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 Committee on Binational Regional Opportunities (COBRO)</td>
<td>Stakeholders from both sides of the border, including representatives from local jurisdictions, businesses, and academia</td>
<td>Advises on binational-related planning and project development issues</td>
<td>1995</td>
<td>Standing</td>
<td>☑️ completed July 2005</td>
</tr>
<tr>
<td>22 I-15 Interregional Partnership (IRP) Joint Policy Committee</td>
<td>Elected officials from the San Diego region (members of SANDAG Borders Committee) and from the Southwestern Riverside County region (members of Western Riverside Council of Governments, Riverside County Transportation Commission, and the Riverside Transit Agency)</td>
<td>Review and provide policy-level feedback on I-15 IRP employment cluster study, Caltrans I-15 County Line study, and the pilot project on workforce housing</td>
<td>2006</td>
<td>Will terminate upon completion of I-15 IRP Phase II</td>
<td>☑️ completed April 2006</td>
</tr>
<tr>
<td>23 I-15 IRP Economic Development Ad Hoc Working Group</td>
<td>Stakeholders from the San Diego and southwestern Riverside County regions, including representatives from local jurisdictions, industry, and academia</td>
<td>Review and provide feedback on I-15 IRP employment cluster research and analysis results, including assumptions and methodology used</td>
<td>2006</td>
<td>Will terminate upon completion of I-15 IRP Phase II</td>
<td>☑️ completed April 2006</td>
</tr>
</tbody>
</table>
## PUBLIC SAFETY COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>STATUS OF CHARTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 Chiefs' / Sheriff’s Management Committee</td>
<td>Sheriff and police chiefs from around the region</td>
<td>Reviews, evaluates, and oversees the SANDAG Automated Regional Justice Information System (ARJIS) and Criminal Justice work programs and budgets; oversees the ARJIS Business, Technical, Users, and Crime Analyst Working Groups; and evaluates and recommends regional public safety initiatives</td>
<td>1981</td>
<td>Standing</td>
<td>completed December 2003 (incorporated in SANDAG Board Policy No. 026)</td>
</tr>
<tr>
<td>25 ARJIS Business Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs’ / Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs’ / Sheriff’s Management Committee on ARJIS matters relating to information sharing, business practices, and budget</td>
<td>1998</td>
<td>Standing</td>
<td>completed December 2005</td>
</tr>
<tr>
<td>26 ARJIS Technical Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs’ / Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs’ / Sheriff’s Management Committee on ARJIS matters relating to state-of-the-art information technology that enhances both officer and public safety</td>
<td>1998</td>
<td>Standing</td>
<td>completed December 2005</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
<td>STATUS OF CHARTER</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------</td>
<td>------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>------------------</td>
</tr>
<tr>
<td>ARJIS Wireless Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs’ / Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs’ / Sheriff’s Management Committee on ARJIS matters relating to the operational capabilities and use of wireless applications and technology initiatives</td>
<td>2004</td>
<td>Standing</td>
<td>☑ completed December 2005</td>
</tr>
<tr>
<td>ARJIS Crime Analysis Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs’ / Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs’ / Sheriff’s Management Committee on matters relating to the verification, validation, and analysis of regional public safety information and mandated federal reporting requirements</td>
<td>1980s</td>
<td>Ad Hoc</td>
<td>☑ completed December 2005</td>
</tr>
</tbody>
</table>
COMMITTEE/WORKING GROUP CHARTER
Regional Housing Working Group

PURPOSE
The purpose of the Regional Housing Working Group (RHWG) (formerly the Regional Housing Task Force) is to serve as a forum for the discussion of regional housing issues and the development of regional housing solutions, and to advise the Regional Planning Committee on housing-related issues that affect the region. The RHWG also helps foster partnerships with other organizations and agencies on these subjects. Through its review and discussion of housing-related issues in which SANDAG is involved, the RHWG helps ensure the development of solutions to the region’s housing crisis.

LINE OF REPORTING
The RHWG will act in an advisory capacity to the Regional Planning Committee on housing-related issues in which SANDAG is involved. The Regional Planning Committee in turn reports to the SANDAG Board of Directors. With respect to housing-related legislation, recommendations would be made to SANDAG’s Executive Committee.

RESPONSIBILITIES
The RHWG will review and/or make recommendations on the following tasks in the Overall Work Program: forums on housing issues of local and regional interest; implementation of a program to educate the public and elected officials about regional housing issues; the final report to the state legislature on the implementation of the pilot self-certification program; select state and federal housing-related legislation; and housing information on SANDAG’s Web site. The RHWG will develop an annual work program to be approved by the RPC. The RHWG is subject to the Brown Act.

MEMBERSHIP
Members of the RHWG represent agencies, organizations, and groups with technical expertise and an interest in regional housing issues as follows:

- Housing staff representatives from the City of San Diego, County of San Diego, and the four SANDAG subregions (North County Coastal, North County Inland, East County, and South County); and staff from the region’s two main housing authorities, the San Diego Housing Commission and the San Diego County Department of Housing and Community Development, also would be members (8).
• Staff representatives of the following organizations, representing disciplines and interests involved in regional housing issues (17):
  o Building Industry Association of San Diego County (BIA) (For-profit developers)
  o San Diego Association of Realtors (SDAR) (Real estate)
  o San Diego County Apartment Association (SDCAA) (Rental housing)
  o San Diego Housing Federation (SDHF) (Nonprofit developers)
  o San Diego Countywide Alliance of Tenants (SANCAT) (Tenants)
  o San Diego Affordable Housing Advocates (Housing advocacy)
  o Urban Land Institute (ULI) (Planning/development community)
  o San Diego Regional Chamber of Commerce (SDRCC) (Business)
  o San Diego North Economic Development Council (SDNEC) (Business)
  o San Diego Labor Council/Center on Policy Initiatives (Labor)
  o Sierra Club or Endangered Habitats League (Environmental policy)
  o Regional Task Force on the Homeless (RTFH) (Homelessness)
  o San Diego County Aging and Independence Services (Seniors)
  o San Diego Access Center (Disabled community)
  o San Diego Organizing Project or Ecumenical Council of San Diego (Faith community)
  o Bank of America Community Development Bank (Lending community)
  o Fair Housing Council of San Diego (Fair housing)

• Non-Voting Advisory Members (3):
  o California Department of Housing and Community Development (HCD)
  o U.S. Department of Housing and Urban Development (HUD)
  o U.S. Department of Defense (DOD)

If a member or alternate of the designated organization is not attending meetings regularly or indicates that it no longer wishes to participate in the RHWG, the RHWG may designate an organization that represents a similar interest area as a replacement.

MEETING TIME AND LOCATION
The RHWG will meet quarterly (June, September, December, and March), or more often if needed, at SANDAG in the 7th Floor Conference Room from 9 – 11 a.m. on the fourth Thursday of the month.

SELECTION OF THE CHAIR
The RHWG is currently co-chaired by a prominent member of the business community and a local elected official. When necessary, replacements of the Co-Chairs should be selected by the Regional Planning Committee. The RHWG should select a Vice Chair in the event neither of the Co-Chairs can be present at a meeting.

DURATION OF EXISTENCE
The RHWG should continue to exist as a standing working group to ensure that housing-related issues are addressed on a regional basis. Each year the group should review its charter and provide input into a Regional Housing work program to be included in the SANDAG Overall Work Program.
Shoreline Preservation Working Group Charter

Purpose
The Shoreline Preservation Working Group (Working Group) was formed as a committee in the 1980s and currently advises the Regional Planning Committee on issues related to the implementation of the Shoreline Preservation Strategy (Strategy) adopted in 1993. The Strategy proposes an extensive beach building and maintenance program for the critical shoreline erosion areas in the region. It contains a comprehensive set of recommendations on the beach building program and on financing and implementation. The Working Group has technical expertise and background knowledge of regional shoreline issues, which is useful in applying the principles and goals laid out in the Strategy and SANDAG’s Regional Comprehensive Plan (adopted in 2004). Continuing to support the region’s ongoing and future beach nourishment efforts is a top priority for the Working Group. Additionally, in 1996, SANDAG enacted a shoreline monitoring program and the Working Group will continue to oversee and implement this program.

Guiding Principles
- Commitment to unified approach for local decisions on sand replenishment
- Address local needs and maximize positive regional impacts
- Encourage cooperation and coordination
- Promote opportunities for beach sand replenishment

Line of Reporting
The Shoreline Preservation Working Group, established by the Board of Directors, advises the Regional Planning Committee (RPC) on issues relating to the implementation of the Shoreline Preservation Strategy and the Regional Comprehensive Plan. Based on the Working Group’s input, the RPC makes policy recommendations to the SANDAG Board of Directors. Regular updates on Working Group activities should be made to the Regional Planning Committee to update them on current programs and projects and further strengthen the connection between the two groups.

Responsibilities
The Shoreline Preservation Working Group’s main responsibilities are to make recommendations to the RPC on issues related to the implementation of the adopted Shoreline Preservation Strategy and Regional Comprehensive Plan, focusing on future beach nourishment opportunities and the shoreline monitoring program.

Membership
The Shoreline Preservation Working Group has 11 voting members, which are elected officials from coastal cities and a representative from the San Diego Unified Port District and the U.S. Navy. Additionally, the Working Group has several advisory members which are representatives from community groups and organizations, environmental groups, state and federal agencies, and other interested stakeholders. Voting members of the Working Group and their alternates are selected by the bodies they represent. Non-voting members of the Working Group are also selected by the bodies they represent and are categorized as either Technical or Community Advisors and provide added knowledge and input to the Working Group. In the event of a lack of participation by a member of the Working Group or the group/agency the member represents, the Regional Planning Committee may approve allowing the Working Group to modify the membership roster in order to achieve a quorum and full participation.
Meeting Time and Location
The Shoreline Preservation Working Group meetings are held bimonthly at 11:30 a.m. on the first Thursday. Meetings are normally held in the 7th floor conference room at the SANDAG offices.

Selection of the Chair
Selection of the Shoreline Preservation Working Group’s Chair and Vice-Chair is done simultaneously and begins with recommendations made by Working Group members. The final decision is then made based on a vote of the Group’s voting members.

Duration of Existence
The Shoreline Preservation Working Group was originally created as a committee in the 1980s. The Working Group’s current status is that of a standing working group. An evaluation of the group’s work will be conducted annually as part of the SANDAG Executive Committee’s annual committee/working group review process.
APPLICATION PROCESS FOR SANDAG BOARD OFFICERS

File Number 8000100

Introduction

In January 2006, the Board of Directors approved amendments to the SANDAG Bylaws, which included changes to the annual nomination and selection process for SANDAG Board officers. The new process calls for an application form for the Chair and two Vice Chair positions to be made available on the Board of Directors page on the SANDAG Web site in or around July. Staff has developed a draft application form (Attachment 1) for candidates interested in the positions of Chair, First Vice Chair, and Second Vice Chair for the upcoming calendar year 2007. The application form includes questions concerning the candidate’s vision statement for SANDAG and his/her qualifications.

Recommendation

The Executive Committee is asked to review the draft form, make changes as needed, and recommend that the Board of Directors approve the application form (Attachment 1).

Discussion

During last year’s annual process, the Nominating Committee recommended changes to SANDAG’s Board Officer nomination and selection process, which were subsequently incorporated into the SANDAG Bylaws. The revised process is intended to screen for the best regional leaders from among the primary Board members and to provide definitive high quality, progressive Board leadership to meet the challenges of the future.

In accordance with the Bylaws, the annual nomination and selection process schedule includes:

- July 2006 – Application forms will be made available on the Board of Directors page of the SANDAG Web site for persons interested in applying for the Chair or a Vice Chair position on the Board of Directors. Applications shall be due within 30 days after the application forms are posted. Only candidates who submit an application by the deadline or who are nominated from the floor on the day of election will be considered for office.

- September 2006 – The Chair shall appoint up to a six-person nominating committee, who shall be members of the Board from each of the subregions and a Board member from the City and the County of San Diego, at a regular meeting in or around September of each year. The nominating committee shall not, however, include Board members from jurisdictions that have applicants for the Chair or a Vice Chair position on the Board of Directors.

- October/November 2006 -- The nominating committee shall interview the candidates and submit a slate of nominees for the three Board offices in writing for mailing to Board members in or around November.
• December 2006 – Election of officers will be held during the regular December Board meeting. Additional nominations for any office may be made by Board members at the election meeting.

• January 2007 – Term of office for Board officers shall begin on January 1.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Draft SANDAG Board Officer Application Form

Key Staff Contact: Kim Kawada, (619) 699-6994, kka@sandag.org
**SANDAG BOARD OFFICER APPLICATION**  
**FOR CALENDAR YEAR 2007**

Position Applying For (more than one box can be marked):
- ☐ Chair
- ☐ First Vice Chair
- ☐ Second Vice Chair

Applicant Name ________________________________________________

Local Jurisdiction ________________________________________________

Elected Official Title ________________________________  No. Years in Position __________

Date Current Term of Office Expires (month/date/year) _________________________________

Are You Eligible to Run in the Next Election?  ☐ Yes  ☐ No

Next Election Date (month/date/year) _______________________________________________

**SANDAG Experience**

Please list current and prior involvement in SANDAG activities, including membership on Board, Policy Advisory Committees, and working groups.

<table>
<thead>
<tr>
<th>Group or Activity</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Interest in Serving on SANDAG
Attach separate pages as needed.
Do not exceed three (3) pages in addition to this application form.

1. Why do you want to serve as a SANDAG Board Officer?
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________

2. What is your vision for SANDAG next year and in five years?
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________

3. Describe how you believe you are in touch with your constituents and give examples of why you have represented them well in the past.
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________

4. For First and Second Vice Chair positions only. Is your interest in serving only as a Vice Chair, or do you see yourself wanting to serve as Chair in the future?
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
### Other Public Agency Experience

Please list current and prior involvement in other public agency activities, including membership on boards, councils, or committees.

<table>
<thead>
<tr>
<th>Group or Activity</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Do you anticipate service to these agencies to be in conflict with a leadership position on SANDAG?  
☐ Yes  ☐ No

Please explain, as needed.

____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________

Signature _______________________________  Date_________________________

Please return completed Application Form by 5 p.m. on _____________, 2006, to:

SANDAG  
ATTN: Deborah Gunn, Clerk of the Board  
401 B Street, Suite 800  
San Diego, CA 92101  
FAX (619) 699-1995
LEGISLATIVE STATUS REPORT

Introduction

At its January 27, 2006, meeting, the Board of Directors approved SANDAG’s Legislative Program for calendar year 2006. Consistent with past programs, the 2006 Legislative Program (Attachment 1) includes policies and proposals for possible federal and state legislation and local activities. The program is intended to serve as a road map for Board members and staff to follow when various positions and activities are requested during the year.

This status report provides an update on the California 2006-2007 State Budget and current activities related to potential statewide infrastructure bond proposals. The report also summarizes recent activities related to SANDAG-sponsored legislative efforts and recommends positions on various state bills consistent with the 2006 Legislative Program.

Discussion

California 2006-2007 State Budget

In January 2006, Governor Schwarzenegger announced his 2006-2007 state budget that proposed a 20-year vision for California known as the “Strategic Growth Plan.” The Governor’s budget proposal also included full funding of Proposition 42. The revision of the state budget, known as the May Revise, is due in mid-May with final budget adoption scheduled prior to July 1, 2006.

The key transportation issues associated with the budget include:

- Full funding for Proposition 42
- Early repayment of $920 million in outstanding General Fund loans

In early April, the Administration submitted changes to the initial January budget to the Senate and Assembly budget committees. Two key transportation proposals worth highlighting are:

- Short-Term Congestion Relief – Caltrans requested $40.3 million to complete a number of short-term projects at select locations throughout the state. Included in this amount is a proposal to increase the Freeway Service Patrol (FSP) funding levels by $6.2 million statewide, which includes $5.4 million for local FSP agencies plus an additional $800,000 to the California Highway Patrol for related oversight funding. The San Diego region is
expected to receive $600,000 in additional FSP funding plus an additional $2 million for loop repair and maintenance.

- Tribal Gaming Revenue – Recognizing the still pending legal entanglements related to the anticipated tribal gaming revenue, the administration proposes to move $849 million of the $1.0 billion proposed for expenditure in 2005-2006 to 2006-2007. (The Department of Finance indicates $151 million of the tribal gaming revenue of $1.0 billion has been received.)

The Assembly subcommittee’s initial transportation budget hearing is scheduled for May 3 with the Senate Budget Committee scheduled to conduct transportation budget hearings on May 11, 17, and 18, 2006.

In addition, it is noteworthy that actual state revenues are reported to be higher than the projections contained in the initial January 2006 budget. Although this would help alleviate overall budget decisions and challenges, according to sources, it is likely that the Governor will be expected to use these revenues to address the structural, multi-year budget deficit, including the potential of increasing the amount of repayment of outstanding General Fund loans to Traffic Congestion Relief Program (TCRP), State Highway Account (SHA), and the Public Transportation Account (PTA).

**Status of Statewide Infrastructure Bonds**

According to sources in Sacramento, the state is nearing a vote to place the infrastructure bonds on the November 2006 ballot. Although the overall funding target is one of several major items currently under review, the overall funding package of roughly $37 billion would include discrete bonds focused on the following infrastructure areas:

- Transportation, around $19 billion
- Levees and other issues, around $6 billion
- K-12 and Higher Education, around $10 billion
- Housing, around $2 billion

Reforms, such as authority for design-build on highways and public-private partnerships, will be included in the overall package. The leadership also is considering a measure to improve Proposition 42 along the lines of Proposition 1A, the local government protection measure. There is one issue that has ramifications for local jurisdictions. Updated information will be provided at the May 12 Executive Committee meeting.

**Status of the Board’s Ten Sponsored Legislative Goals**

The following discussion summarizes recent activities related to the ten sponsored goals in the 2006 Legislative Program. Changes from last month’s status report are shown in **bold**.
Goal 1: Pursue FY 2007 federal appropriation requests

As reported last month, all appropriate project funding requests were submitted by the respective deadlines set by the Senate and House. To address the 50th District vacancy, the remaining four members of the San Diego delegation submitted a letter requesting support of projects located in the 50th District to the House Committee for Transportation, Treasury, Housing and Urban Development (TTHUD). Congress has not yet taken any official action on FY 2007 transportation funding requests. The House Committee for TTHUD is expected to mark-up its bill on May 24, 2006, and the Senate mark-up is expected in mid- to late June. There also has been considerable discussion on earmark reform in Washington.

Goal 2: Technical clean-up language to the multi-year transportation bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Staff is currently tracking the following bills related to implementing provisions of SAFETEA-LU:

- **SB 1282 (Ducheny):** Transportation: federal funds: border infrastructure program. This urgency bill would require federal funds apportioned to the state under the coordinated border infrastructure program of SAFETEA-LU to be exempt from the State Transportation Improvement Program (STIP) funding distribution and fair share formulas. (An urgency bill would take effect upon passage rather than on January 1, 2007.) The bill also would authorize these funds to be used for projects located in Mexico. The Imperial Valley Association of Governments and the County of Imperial are co-sponsors of the bill with SANDAG. There is no reported opposition. The bill passed unanimously out of the Senate Transportation and Housing Committee on April 4, 2006, and passed out of the Senate Appropriations Committee on April 24, 2006, under Senate Rule 28.8. (Senate Rule 28.8 means that the Appropriations Committee Chair determined that [1] any additional state costs associated with the bill are not significant costs and do not and will not require the appropriation of additional state funds, and [2] the bill will cause no significant reduction in revenues.) Assemblymember Huff introduced a nearly identical bill, AB 2361, that is sponsored by Orange County Transportation Authority. AB 2361 is not an urgency bill and currently resides on the Assembly Floor.

- **SB 1812 (Runner):** Department of Transportation: surface transportation project delivery pilot program. This bill will allow California to participate in a multi-year surface transportation project delivery pilot program authorized under SAFETEA-LU that delegates to the state the responsibilities of the U.S. Department of Transportation (U.S. DOT) under the National Environmental Policy Act (NEPA). This bill accepts the jurisdiction of the federal courts for carrying out the responsibilities assumed by the state under NEPA and waives the state's Eleventh Amendment protection against lawsuits brought in federal court. The intent of the bill is to speed delivery of needed transportation projects without weakening environmental protection. The Department of Transportation (Caltrans) is the sponsor of the bill, which also is supported by the Consulting Engineers and Land Surveyors of California (CELSOC) and is opposed by Environmental Defense. The bill passed out of the Senate Transportation and Housing Committee on April 4, 2006, passed the Senate Committee on Judiciary on April 26, 2006, and is currently pending Senate Floor approval. Noteworthy amendments made on April 18, 2006, include the addition
of a sunset date for the pilot program of January 1, 2009, a requirement for Caltrans to submit a report to the Legislature by January 1, 2008, and clarification related to the waiving of the state's Eleventh Amendment protection against lawsuits brought in federal court. SANDAG is registered in support of this bill.

- **SB 1587** (Lowenthal): Transportation planning: highway safety: federal funds. Current state law requires transportation planning agencies to adopt and submit an updated regional transportation plan to the California Transportation Commission and the Department of Transportation every three years. This bill would increase the timeframe to every four years consistent with federal law. This bill is scheduled on the May 1, 2006, Senate Consent Calendar.

- **SB 1694** (Aanestad) Transportation: federal funds: allocation to counties. Existing law requires the Department of Transportation to apportion certain federal transportation funds known as regional surface transportation program (RSTP) funds to specified regional agencies, which in turn apportion their share of funds for projects in each county within their jurisdiction, including funds for secondary highways. Existing law in that regard requires the apportionment to each county of an amount that is not less than 110 percent of the amount each county received in federal fiscal year 1990-91 under what was then known as the federal-aid secondary program. This bill would require additional apportionments to each county for these purposes based on a specified formula as a result of changes to federal law. This bill passed the Senate Transportation and Housing Committee on May 1, 2006, and has been referred to the Senate Appropriations Committee.

Goal 3: Aggressively pursue funding related to interoperability and communications, as well as other priority areas identified in the Regional Public Safety Needs Assessment

The Public Safety Committee (PSC) has identified interoperability and communications as its top priority, with the objective of creating and gaining consensus on a strategic regional vision and plan. The PSC has been holding a series of public workshops to provide the latest information to policymakers and public safety officials about the status of interoperability and communications, and to identify the key elements and principles to be included in the strategic plan. The first two PSC interoperability workshops were held in January and March, and the third is scheduled for June 16, 2006. Following the completion of these workshops, the PSC and staff will work toward identifying funding to assist with the implementation of identified strategies to enhance interoperability and communications throughout the region. **There is no additional action to report at this time.**

Goal 4: Seek funds to implement the Regional Energy Strategy (RES) and respond to legislation related to energy consistent with RES principles

The SANDAG Board of Directors held a policy meeting on April 14, 2006, to discuss the future of the Regional Energy Planning Program. The Board generally supported continuation of the program, provided that regional energy stakeholders, including San Diego Gas & Electric (SDG&E) and other members of the Energy Working Group (EWG), continue to fund the program in addition to SANDAG. SANDAG's Draft FY 2007 Budget (including the Overall Work Program) assumes $100,000 in continued funding from SDG&E,
to be matched with about $238,000 in SANDAG funding to support the ongoing efforts of EWG in implementing the RES. The EWG continues to respond to energy legislation and regulatory proceedings consistent with RES principles and the adopted SANDAG Legislative Program.

On February 23, 2006, Senator Kehoe introduced a spot bill, SB 1539 (Kehoe), entitled San Diego Association of Governments Energy Working Group. The bill stated the intent of the Legislature that the implementation of energy-related policy by the SANDAG EWG, or a coalition of entities in the San Diego region, or both, should occur. The earlier versions also stated the Legislature’s intent that the California Public Utilities Commission (CPUC), California Energy Commission (CEC), and other state agencies should consider allocating existing funds to SANDAG and/or the coalition for certain energy-related activities. At its April 14, 2006, policy meeting, the SANDAG Board voted to send a letter to Senator Kehoe in support of SB 1539. There is no registered support or opposition to the bill.

The most recent amendments to the bill (April 18, 2006) removed references that encouraged the CPUC, CEC, and other state agencies to fund the EWG/coalition’s activities. The amended bill continues to state the Legislature’s intent that regional planning and implementation of energy-related policy by the SANDAG EWG/coalition should occur. It also states the further intent of the Legislature that the development and implementation of energy management plans to advise local governments in the effective implementation of renewable energy projects, green building options, and energy efficiency should occur. The bill is scheduled for Senate Appropriations Committee hearing on May 8, 2006. Recent issues raised in Sacramento is whether this “intent” bill is needed, and whether it is appropriate to single out the San Diego region versus recognizing the importance to regional energy planning throughout the state.

Goal 5: Seek amendments to state statutes to enable a second County Supervisor representative on the SANDAG Board

The SANDAG-sponsored bill, SB 1296 (Kehoe): San Diego Consolidated Transportation Agency: governance: increases the governing board from 20 to 21 members by adding a second member from the San Diego County Board of Supervisors to ensure continuity in representation from the County’s unincorporated area and incorporated communities. The bill also revises the definition of SANDAG’s governing board to include the Mayor of San Diego as one of two City of San Diego representatives to the board. Registered support for the bill includes the County of San Diego and San Diego Mayor Jerry Sanders. The bill passed out of the Senate on March 30, 2006, and is currently in the Assembly. Senator Ducheny and Assemblymembers Horton, Plescia, and Vargas also are co-authors of the bill.

Goal 6: Aggressively seek Homeland Security funding for Automated Regional Justice Information System (ARJIS), transit, freight, regional public safety initiatives, and ports of entry; and

Goal 7: Pursue Homeland Security funding at both the state and federal levels for prevention and emergency preparedness and response to catastrophic events in the San Diego region

SANDAG’s Draft FY 2007 Budget (including the Overall Work Program) includes more than $1 million in Department of Homeland Security (DHS) funding for two ARJIS projects: (1) Bordersafe III, and (2) Unified Disaster Council (UDC)-DHS First Responder. The objective of the
Bordersafe project is to enable information sharing between federal and local justice agencies in San Diego and Imperial Counties and the state of Arizona through hand-held devices and timely automated notifications to officers in the field. The objectives of the ARJIS UDC-DHS First Responder project include expanding information sharing via desktop and wireless interfaces to a broader base of first responders beyond law enforcement, establishing an agreed-upon governance structure for regional public safety information sharing, and creating a regional procurement and support plan for wireless technology for public safety agencies.

In addition, staff assisted with the development and submission of the FY 2006 Urban Areas Security Initiatives (UASI) funding requests for the region with a focus on the Regional Information/Data Standards and Systems Investment. **Staff will provide any updated information about the UASI funding process at the Executive Committee meeting.**

Goal 8: Legislation that focuses on youth and gang violence prevention and pursues funding for prevention and intervention efforts

This is a new goal that was added to the annual legislative program this year. At the state level, the current legislative activities regarding youth and gang violence focus on proposed amendments to the state’s penal code, rather than on prevention and intervention efforts. The PSC and staff will need to identify and discuss strategies to pursue legislation and/or funding to support youth and gang violence prevention and intervention efforts. These efforts will be coordinated in part with the City of San Diego’s newly authorized Commission on Gang Prevention and Intervention.

Goal 9: Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine

SANDAG’s Criminal Justice Research Division has submitted seven grants in partnership with other local agencies since January 2006. These grants, which if received would bring approximately $1.8 million into the region over the next several years, include evaluations of mobile Web access technology by local law enforcement agencies, a new local partnership to address prisoner reentry issues, a drug treatment program for youth, and focus groups to address issues of local concerns. **We are currently working with our federal legislative representatives to identify federal funding opportunities in this area.**

Goal 10: Allow SANDAG to conduct public meetings in Mexico and other jurisdictions that border SANDAG’s jurisdiction for the purpose of addressing projects, programs, and issues that affect multiple jurisdictions, but which are currently restricted under the Brown Act

Staff has discussed with Senator Ducheny whether legislation would be needed in order for SANDAG to conduct public meetings in Mexico and in other bordering regions. Senator Ducheny has suggested that we research and prepare a legal opinion identifying the current legal constraints that preclude SANDAG from holding meetings outside of San Diego County. Once this is completed, the Senator has indicated that she could request Legislative Counsel to provide its opinion on the matter. **At the April 14, 2006, meeting, the Executive Committee asked staff to pursue the course of action recommended by Senator Ducheny.**
Other State Bills for Consideration for Action

In addition to the legislative activity discussed above, there are many other state bills introduced this year related to SANDAG’s legislative goals and objectives. Attachment 2 provides a summary of the various bills, which are listed in alphabetical order by category, along with the relevant legislative goal(s) in the 2006 Legislative Program. It includes bills that we are monitoring as well as others recommended for a support or oppose position. Of that summary list, the Executive Committee is asked to take a position or recommend action on the following bills.

<table>
<thead>
<tr>
<th>Topic (Legislative Goal)</th>
<th>Bill (Author) Title</th>
<th>Recommended Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Border-Related (Goal no. 20)</td>
<td>AB 2399 (Garcia) California and Mexico border infrastructure</td>
<td>Support</td>
</tr>
<tr>
<td>Energy (Goal no. 4)</td>
<td>AB 2021 (Levine) Public utilities: energy efficiency</td>
<td>Refer to EWG</td>
</tr>
<tr>
<td>Housing (Goal nos. 14 and 21)</td>
<td>AB 2307 (Mullin) State mandates: housing element</td>
<td>Support</td>
</tr>
<tr>
<td></td>
<td>AB 2573 (Emmerson) Housing element: colleges</td>
<td>Support</td>
</tr>
<tr>
<td></td>
<td>AB 3042 (Evans) Regional housing</td>
<td>Support</td>
</tr>
<tr>
<td>Public-Private Partnerships (Goal no. 11)</td>
<td>AB 3047 (Canciamilla) Toll road agreements</td>
<td>Support</td>
</tr>
<tr>
<td>Public Safety Interoperability &amp; Communications (Goal no. 3)</td>
<td>AB 1848 (Bermudez) Homeland security: interoperable public safety</td>
<td>Refer to PSC</td>
</tr>
<tr>
<td></td>
<td>AB 2041 (Nava) Public safety: communications</td>
<td>Refer to PSC</td>
</tr>
<tr>
<td></td>
<td>AB 2116 (Cohn) Emergency services: disaster assistance: equipment</td>
<td>Support</td>
</tr>
<tr>
<td></td>
<td>SB 1451 (Kehoe) Emergency preparedness, planning, and information</td>
<td>Refer to PSC</td>
</tr>
<tr>
<td></td>
<td>SB 1479 (Soto) Office of Emergency Services: disaster information center</td>
<td>Refer to PSC</td>
</tr>
<tr>
<td>Transportation Funding (Goal no. 11)</td>
<td>AB 2631 (Strickland) Sales Use Taxes: Exemptions: Fuel Tax</td>
<td>Oppose</td>
</tr>
<tr>
<td></td>
<td>SB 1719 (Perata) Transportation Investment Fund</td>
<td>Support</td>
</tr>
<tr>
<td></td>
<td>AB 2538 (Wolk) Transportation funds: planning and programming regional agencies</td>
<td>Support</td>
</tr>
</tbody>
</table>
### Table 1

<table>
<thead>
<tr>
<th>Topic (Legislative Goal)</th>
<th>Bill (Author) Title</th>
<th>Recommended Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Project Delivery (Goal no. 12)</td>
<td>AB 1699 (Frommer) Transportation: highway construction contracts: design-build projects.</td>
<td>Support</td>
</tr>
<tr>
<td></td>
<td>AB 2025 (Niello) Design-build contracts</td>
<td>Support</td>
</tr>
<tr>
<td></td>
<td>SB 371 (Torlakson) Public contracts: design-build contracting: transportation entities</td>
<td>Support</td>
</tr>
<tr>
<td></td>
<td>SB 1161 (Alarcon) State highways: design-sequencing contracts.</td>
<td>Support</td>
</tr>
</tbody>
</table>

Activities in the state legislative session are very fluid at this point. Updated information will be provided at the Executive Committee meeting. The tentative schedule for the remainder of the 2005-2006 State Legislative Calendar is included as Attachment 3.

GARY L. GALLEGOS  
Executive Director

Attachments:  
1. Summary of Legislative Goals for Calendar Year 2006  
2. Summary of Pending Bills in the 2005-2006 Legislative Session  
3. 2005-2006 State Legislative Calendar

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org;  
Kim Kawada, (619) 699-6994, kka@sandag.org
## SUMMARY OF LEGISLATIVE GOALS FOR CALENDAR YEAR 2006

**SPONSOR**

<table>
<thead>
<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>POSITION DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pursue FY 2007 federal appropriation requests.</td>
<td>1</td>
<td>Highest</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Technical clean-up language to the multi-year transportation bill,</td>
<td>2</td>
<td>Highest</td>
<td>Sponsor/Support</td>
<td>2005</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), such as, but not limited to, revising and clarifying earmark language and policy changes if deemed appropriate, and agreed-upon, follow-up State legislation, e.g., identifying the Border Infrastructure Program as a stand-alone program that is exempt from Senate Bill 45 funding distribution.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aggressively pursue funding related to interoperability and communications, as well as other priority areas identified in the Regional Public Safety Needs Assessment.</td>
<td>3</td>
<td>Highest</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Seek funds to implement the Regional Energy Strategy (RES); respond to legislation related to energy consistent with RES Principles.</td>
<td>4</td>
<td>Higher</td>
<td>Sponsor</td>
<td>2002</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Seek amendments of state statutes to enable a second County Supervisor representative on the SANDAG Board to help ensure continuity of the representation from both the incorporated and unincorporated areas of the County.</td>
<td>5</td>
<td>Higher</td>
<td>Sponsor</td>
<td>2006</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Aggressively seek Homeland Security Funding for Automated Regional Justice Information System (ARJIS), transit, freight, regional public safety initiatives, and ports of entry.</td>
<td>6</td>
<td>High</td>
<td>Sponsor</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pursue Homeland Security funding at both the state and federal levels for prevention and emergency preparedness and response to catastrophic events in the San Diego region.</td>
<td>7</td>
<td>High</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legislation that focuses on youth and gang violence prevention and pursue funding for prevention and intervention efforts.</td>
<td>8</td>
<td>High</td>
<td>Sponsor/Support</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine.</td>
<td>9</td>
<td>Medium</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
## GENERAL DESCRIPTION OF GOAL

<table>
<thead>
<tr>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>POSITION DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
<th>STATE</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Medium</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Allow SANDAG to conduct public meetings in Mexico and other jurisdictions that border SANDAG’S jurisdiction for the purpose of addressing projects, programs, and issues that affect multiple jurisdictions, but which are currently restricted under the Brown Act.

## SUPPORT/OPPPOSE

<table>
<thead>
<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>POSITION DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
<th>STATE</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Efforts consistent with financial strategies adopted in the Regional Transportation Plan such as, but not limited to, increase revenues for transportation and other related purposes through measures that would increase gas tax or equivalent revenue sources, bond measures, developer fees, and public/private partnerships; oppose efforts that reduce revenues for transportation and other related purposes such as the borrowing of Proposition 42; and maximize flexibility of federal and state funding.</td>
<td>11</td>
<td>Highest</td>
<td>TBD (based on activity)</td>
<td>2002/2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Efforts to expand available methods of transportation project delivery, e.g., design-build, construction management at risk procurements, and other alternative delivery methods that expedite project delivery.</td>
<td>12</td>
<td>Highest</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fiscal reform initiatives enabling regions to develop their own fiscal strategies and oppose unfunded mandates on local government. Pursue initiatives that balance the fiscal influence that sales tax revenue has upon local land use decisions.</td>
<td>13</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legislation that rewards jurisdictions that produce more housing, especially affordable and transit-oriented developments; supports regional fair-share allocation of housing funds; and provides additional funding for affordable housing with greater local/regional control over the allocation of those funds.</td>
<td>14</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legislation assisting in the implementation of the Regional Comprehensive Plan, especially through funding incentives for smart growth (including, but not necessarily limited to, mixed-use projects, transit-oriented development, and/or walkable communities).</td>
<td>15</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
<table>
<thead>
<tr>
<th>No.</th>
<th>Priority</th>
<th>Board Position</th>
<th>Position Date</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Higher</td>
<td>Support</td>
<td>2002</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Higher</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

Lower the current 2/3rds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote.

Efforts assisting in the implementation of key environmental efforts, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues.

Mechanisms and funding providing for the implementation of MOBILITY 2030, including value pricing, Managed Lanes, high-occupancy toll (HOT) Lanes; the alleviation of current constraints on transponder technology; use of freeway shoulder lanes by transit and other transit priority treatments; and other mechanisms that provide for more efficient use of highways and local roads.

Transit boards’ legislative programs consistent with SANDAG policy.

Enhancing of border security and reducing border wait times; pursuit of funding, legislation, and other financing mechanisms supporting interregional partnerships and binational trade and border projects.

Participate in efforts related to legislative and administrative reform of the state housing element law.

Full funding of the Census Bureau’s American Community Survey Program to ensure timely release of critical demographic and economic information for our region.

Utilize existing legislative monitoring sources, such as the International Association of Chiefs of Police, National Sheriffs’ Association, California Police Chiefs Association, California State Sheriffs’ Association, League of California Cities, California State Association of Counties, and National Association of Counties, to keep abreast of federal and state public safety legislation of interest to the region and the PSC, and support these organizations’ legislative programs where consistent with SANDAG’s Legislative Program.

Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
<table>
<thead>
<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>POSITION DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
<th>STATE</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislative and funding initiatives that support and enhance public safety activities, including the California Law Enforcement Telecommunications System (CLETS) that provides the secure infrastructure and systems for public safety access to critical state and federal data.</td>
<td>24</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Maintain and Increase regional decision-making authority in areas consistent with SANDAG's mission/policies.</td>
<td>25</td>
<td>Medium</td>
<td>Support</td>
<td>2003</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Legislation resulting in cost efficiencies and savings.</td>
<td>26</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Other organizations' legislative programs where consistent with SANDAG policy, i.e., CALCOG (California Association of Councils of Governments), APTA (American Public Transportation Association), AMPO (Association of Metropolitan Planning Organization), NARC (National Association of Regional Councils), and CTA (California Transit Association), Self-Help Counties Coalition, League of California Cities, and California State Association of Counties, and Caltrans.</td>
<td>27</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**MONITOR**

<table>
<thead>
<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>POSITION DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
<th>STATE</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Efforts that expand free access by single-occupant vehicles (SOVs) to high-occupancy-toll (HOT) lanes.</td>
<td>28</td>
<td>Higher</td>
<td>Monitor/Respond</td>
<td>2004</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Legislation relating to personnel matters, i.e., workers' compensation, Public Employee Retirement Systems (PERS) benefits, and other labor-related issues.</td>
<td>29</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2003</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Legislation affecting solid waste, water supply, and storm water; support of funding opportunities to assist in these areas.</td>
<td>30</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Legislation requiring local agencies to implement new administrative compliance measures.</td>
<td>31</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Proposals that limit the use of eminent domain for public infrastructure projects.</td>
<td>32</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
SUMMARY OF PENDING BILLS
IN THE 2005-2006 LEGISLATIVE SESSION

Border-Related (Legislative Goal No. 20)

- **AB 2399 (Garcia)** - Introduced 02/23/06 California and Mexico border infrastructure
  Location: Assembly Appropriations – Scheduled for hearing 05/03/06

  Summary: Existing law charges the Secretary of Business, Transportation, and Housing (BT&H) with the responsibility of developing and reporting to the Governor on legislative, budgetary, and administrative programs that accomplish comprehensive, long-range, coordinated planning and policy formulation on matters of public interest related to the BT&H Agency. This bill would require the Secretary, by January 1, 2009, to prepare and provide to the Legislature, a study on the infrastructure development along the border between the state and Mexico and any need for alternative financing mechanisms suited to the challenges of the border region.

  **STAFF RECOMMENDATION: SUPPORT**

Eminent Domain (Legislative Goal No. 32)

- **ACA 22 (La Malfa)** - Introduced 07/15/05 Eminent domain: condemnation proceedings
  Location: Assembly Housing and Community Development – Scheduled for hearing 05/10/06

  Summary: The California Constitution authorizes governmental entities to take or damage private property for public use only when just compensation, ascertained by a jury unless waived, has first been paid to, or into court for, the owner. It also authorizes the Legislature to provide for possession by the condemnor following commencement of the eminent domain proceedings upon deposit in court, and prompt release to the owner, of the money determined by the court to be the probable amount of the just compensation. This measure would provide that private property may be taken or damaged only for a stated public use and may not be taken or damaged without the consent of the owner for purposes of economic development, increasing tax revenue, or any other private use, nor for maintaining the present use by a different owner. The measure also would require that the property be owned and occupied by the condemnor, except as specified, and used only for the stated public use.

  **STAFF RECOMMENDATION: MONITOR**

- **SB 1210 (Torlakson)** - Introduced 01/26/06 Eminent domain
  Location: Senate Appropriations - Not yet scheduled for hearing

  Summary: Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant’s litigation expenses. This bill would provide that an offer of the plaintiff shall be deemed unreasonable if the offer is lower than the amount ordered as compensation by 10 percent or
more. The bill also would define litigation expenses to mean the party's reasonable attorney's fees and costs, including reasonable expert witness and appraiser fees.

STAFF RECOMMENDATION: MONITOR

Energy (Legislative Goal No. 4)

- **AB 2021 (Levine)** - Introduced 02/14/06 Public utilities: energy efficiency
  Location: Assembly Appropriations - Not yet scheduled for hearing

Summary: The Warren-Alquist State Energy Resources Conservation and Development Act establishes the State Energy Resources Conservation and Development Commission (Energy Commission) and requires it to certify sufficient sites and related facilities that are required to provide a supply of electricity sufficient to accommodate projected demand for power statewide and authorizes the Energy Commission to administer existing law with respect to energy conservation and renewable electricity generation sources. This bill would require the Energy Commission, on or before June 1, 2007, and every three years thereafter, in consultation with the commission, to identify all potentially achievable cost-effective electricity and natural gas efficiency savings and establish statewide annual targets for energy efficiency savings and demand reduction over 10 years.

STAFF RECOMMENDATION: REFER TO ENERGY WORKING GROUP

High-Occupancy-Vehicle (HOV) Lanes (Legislative Goal No. 18)

- **AB 1879 (Lieber)** - Introduced 01/19/06 Vehicles: HOV lanes
  Location: Assembly - Scheduled for third reading on 05/04/06

Summary: Existing law requires the Department of Transportation, until January 1, 2008, whenever it authorizes or permits exclusive or preferential use of highway lanes or highway access ramps for high-occupancy vehicles, to also extend the use of those lanes or ramps to vehicles that have been issued distinctive decals, labels, or other identifiers because the vehicles meet (1) California's ultra low-emission vehicle (ULEV) standards beginning July 1, 2000, and through December 31, 2003, or (2) California's super ultra-low emission vehicle (SULEV) standards on and after January 1, 2004, and through December 31, 2007, for exhaust emissions, as specified, and (3) the federal inherently low-emission vehicle (ILEV) evaporative standard, as defined in federal regulations, regardless of vehicle occupancy or ownership. This bill would require a local authority, until January 1, 2008, if it authorizes or permits exclusive or preferential use of highway lanes or highway access ramps for high-occupancy vehicles, to also extend the use of those lanes or ramps to vehicles that have been issued distinctive decals, labels, or other identifiers because the vehicles meet conditions specified above. This bill contains other related provisions and other existing laws. The sponsor of this bill is the Santa Clara Board of Supervisors.

STAFF RECOMMENDATION: MONITOR
• **AB 1974 (Walters)** - Introduced 02/09/06 High-occupancy-vehicle lanes  
  Location: Assembly Transportation on 02/16/06 - Hearing canceled by the request of author

  Summary: Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law provides for the designation of exclusive or preferential lanes on state highways for buses and other high-occupancy vehicles. Existing law also provides for “specified” high-occupancy-vehicle (HOV) lanes to be designated as high-occupancy-toll (HOT) lanes, for use by single-occupancy vehicles upon payment of a toll. This bill would authorize any county board of supervisors, by resolution, to authorize the use of HOV lanes on the state highway system within the county by any highway vehicle, providing that this use is consistent with federal law.

  **STAFF RECOMMENDATION: MONITOR**

**Housing (Legislative Goal Nos. 14 and 21)**

• **AB 2158 (Evans)** - Introduced 02/21/06 Regional housing needs  
  Location: Assembly Housing and Community Development - Scheduled for hearing 05/10/06

  Summary: Existing law requires that at least two years prior to a scheduled revision of a city or county housing element of its general plan, each council of governments or delegate subregion shall develop a proposed methodology for distributing the existing and projected housing need to cities, counties, and cities and counties within the region or subregion. The methodology includes a list of specified factors. This bill would add to that list the factors of adopted spheres of influence for all local agencies in the region and adopted policies of the local agency formation commission. This bill is sponsored by the League of California Cities.

  **STAFF RECOMMENDATION: MONITOR**

• **AB 2307 (Mullin)** - Introduced 02/22/06 State mandates: housing element  
  Location: Assembly Appropriations

  Summary: The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for the Commission on State Mandates to make that reimbursement or preclude reimbursement if a local agency is authorized to levy a fee to pay the cost of a mandated program or service. This bill would repeal the authority of councils of government to charge a fee to local governments for their role in determining housing needs. It also would require the Commission on State Mandates to reconsider its decision regarding the regional housing need mandate and determine whether joint powers agencies are eligible claimants. This bill is sponsored by the Association of Bay Area Governments and has official support by the League of California Cities, the California Association of Council of Governments, the California State Association of Counties, and the California Business Industry Association, if amended.

  **STAFF RECOMMENDATION: SUPPORT**
• **AB 2468 (Salinas)** - Introduced 02/23/06 Planning: housing element
  Location: Assembly Appropriations - Not yet scheduled for hearing

Summary: The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. A city, county, or city and county is required to submit a draft housing element or draft amendment to its housing element to the department for a determination of whether the draft complies with state law governing housing elements. This bill would authorize a jurisdiction to participate in a self-certification process established by the bill that would require the inventory of land included in the housing element to accommodate 100 percent of it as allocated for regional housing needs for very low and low-income households on sites zoned to permit owner-occupied and rental multifamily residential use by right during the planning period. The bill would require these sites to be zoned with minimum density and development standards that permit specified densities and at least 50 percent of the very low and low-income housing need to be accommodated on sites designated for residential use and for which nonresidential uses or mixed uses are not permitted. The bill would also require a jurisdiction to initiate a program of public outreach to persons and entities, within the jurisdiction and the county within which the jurisdiction is located, with a particular interest in housing opportunities for very low and low-income families. The bill would require the legislative body of the jurisdiction to adopt a certificate of compliance by resolution making specified findings and submit the certificate of compliance and a copy of the adopted element to the department and the council of governments. The League of California Cities is the sponsor of the bill, and it is supported by the American Planning Association. Opposition is registered by the California Business Industry Association among other groups.

**STAFF RECOMMENDATION: MONITOR**

• **AB 2572 (Emmerson)** – Introduced 02/23/06 Housing element: colleges
  Location: Assembly Housing and Community Development - Scheduled for hearing 05/10/06

Summary: Existing law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. As part of a revision of a general plan, each council of governments or delegate subregion is required to survey each of its member jurisdictions regarding specified housing factors for use in developing a methodology for distributing existing and projected regional housing needs. This bill would require each council of governments or delegate subregion to include among factors to develop this methodology the housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction. The League of California Cities is the sponsor of this bill.

**STAFF RECOMMENDATION: SUPPORT**

• **AB 2634 (Lieber)** - Introduced 02/24/06 Housing elements
  Location: Assembly Second Reading

Summary: The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements,
including a housing element. One part of the housing element is an assessment of housing needs and an inventory of land suitable for residential development in meeting the jurisdiction's share of the regional housing need. This bill would provide that the required analysis of population and employment trends and quantification of the locality's existing and projected housing needs for all income levels shall include extremely low-income households, as defined, thus imposing a state-mandated local program. This bill is supported by many housing senior groups, but it is opposed by the California League of Cities.

STAFF RECOMMENDATION: MONITOR

- **AB 3042 (Evans)** - Introduced 02/24/06 Regional housing
  Location: Assembly Local Government - Scheduled for hearing 05/03/06

Summary: Existing law requires each city, county, and city and county to adopt for its jurisdiction, according to specified deadlines, a general plan that includes certain mandatory elements, including a housing element. Existing law requires the Department of Housing and Community Development to review local housing elements for conformity with specified provisions of law, including the regional housing needs of the city or county. Under existing law, either a council of governments or the Department of Housing and Community Development, in areas with no council of governments, is required to determine, in accordance with specified procedures, the share of a city or county of regional housing needs in all economic sectors of housing. Existing law establishes the conditions under which the shares of regional housing needs to be met may be transferred among cities and counties. This bill would provide an additional procedure by which a city or county may enter into an agreement to transfer a percentage of its share of the regional housing needs to another city or county.

STAFF RECOMMENDATION: SUPPORT

- **SB 1800 (Ducheny)** - Introduced 02/24/06 General plans: housing
  Location: Senate Transportation and Housing - Scheduled for hearing 05/03/06

Summary: Existing law requires each planning agency to prepare, and the legislative body of each county and city to adopt, a comprehensive, long-term general plan for the physical development of the county or city. The general plan consists of various elements, including a housing element. The housing element consists, in part, of an identification and analysis of existing and projected housing needs in the community and the community's share of regional housing needs, and is to be periodically revised. This bill would require the legislative body of a local agency, as defined, to adopt the general plan, would define the term "long-term," with respect to the general plan, and would require the local government at the same time it revises its housing element to adopt a housing opportunity plan, as described, as a part of the housing element, thereby imposing a state-mandated local program. The bill would establish the Housing Opportunity Plan Fund, to be administered by the Pooled Money Investment Board. Upon appropriation by the Legislature, moneys in the fund shall be used for the purpose of providing loans from the Pooled Money Investment Account to cities, counties, and cities and counties to prepare and adopt plans that provide housing pursuant to the housing opportunity plans. The bill would revise procedures for the adoption of local and regional housing needs, and would make related and conforming changes. The California Building Industry Association
and California Major Builders Council are the sponsors of this bill. Opposition is registered by the California League of Conservation Voters.

STAFF RECOMMENDATION: MONITOR

Public Private Partnerships (Legislative Goal No. 11)

- **AB 3047** (Canciamilla - Introduced 02/24/06) Toll road agreements
  Location: Assembly Appropriations – Not yet scheduled for hearing

  Summary: Existing law authorized the Department of Transportation to solicit proposals and enter into agreements with private entities or consortia for the construction and lease of no more than two toll road projects, and specified the terms and requirements applicable to those projects. State Route 125 is the toll road in San Diego. Existing law also authorizes the department to construct high-occupancy-vehicle and other preferential lanes. This bill would instead authorize the department, in cooperation with regional transportation agencies, or regional transportation agencies to enter into no more than 10 comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects, as defined, subject to certain requirements and conditions and authorize the department or a regional planning agency to construct and operate high-occupancy-vehicle and other preferential lanes on the state highway system. This bill passed the Assembly Transportation Committee on April 24, 2006, and has been referred to the Assembly Appropriations Committee. Last year, the Executive Committee took a position to support AB 850, a similar bill.

  STAFF RECOMMENDATION: SUPPORT

- **SB 463** (Ducheny - Introduced 02/18/05) Toll roads
  Location: Inactive file as of 05/03/06

  Summary: Existing law, until January 1, 2003, authorized the Department of Transportation to solicit proposals and enter into agreements for the construction and lease of no more than two toll road projects and specified the terms and requirements applicable to those projects. Existing law provides that the toll roads constructed under these provisions shall be owned by the state but leased to a private entity for up to 35 years under the agreement. This bill, with respect to the agreement entered into by the department for the State Highway Route 125 toll road in San Diego County, would instead provide for a 45-year lease period, and would require that lease period to be reflected in the agreement for that facility dated January 30, 1991, as amended. Last year, the Executive Committee took the position to support if agreement is reached with the author and California Transportation Ventures (CTV). Staff is continuing to work on provisions for an agreement. Relevant agenda items are tentatively scheduled for the May 19, 2006, SANDAG Transportation Committee and May 26, 2006, Board of Directors meetings.

  EXECUTIVE COMMITTEE POSITION: SUPPORT, CONTINGENT UPON AGREEMENT WITH AUTHOR AND CTV.
Public Safety Interoperability and Communications (Legislative Goal No. 3)

- **AB 1848 (Bermudez)** - Introduced 01/12/06 Homeland security: interoperable public safety communication network
  Location: Assembly Consent Calendar - 05/04/06

  Summary: Existing law provides for the coordination of state and local public safety agencies and emergency response teams to respond to emergencies. Existing law administered by the Federal Communications Commission authorizes public safety agencies or entities to operate radio communication systems on specified frequencies of the radio spectrum and directs states to oversee the interoperability of the public safety spectrum. This bill would designate the annual report to serve as the state strategic plan for establishing a statewide integrated, interoperable public safety communications network and would require the report to include implementation strategies and timelines. This bill contains other existing laws.

  **STAFF RECOMMENDATION: REFER TO PUBLIC SAFETY COMMITTEE**

- **AB 2041 (Nava)** - Introduced 02/14/06 Public safety: communications
  Location: Assembly Appropriations – Consent Calendar 05/03/06

  Summary: Under existing law, the Public Safety Radio Strategic Planning Committee, comprised of 13 specified state entities, has primary responsibility in state government to develop and implement a statewide integrated public safety communication system for state government agencies that facilitate interoperability and other shared uses of the public safety spectrum with local and federal agencies. This bill would add the Military Department, State Department of Health Services, and the Department of Finance to, and remove the Department of the Youth Authority from, the committee and would require that a representative of the Office of Emergency Services serve as chairperson. It would require that interoperability be developed to include first response agencies, as defined, as the committee deems appropriate. It also would require the committee to meet at least twice a year, with one being a joint meeting with the California Statewide Interoperability Executive Committee.

  **STAFF RECOMMENDATION: REFER TO PUBLIC SAFETY COMMITTEE**

- **AB 2116 (Cohn)** - Introduced 02/17/06 Emergency services: disaster assistance: equipment
  Location: Assembly Consent Calendar - 05/04/06

  Summary: Existing law requires the Public Safety Radio Strategic Planning Committee to make recommendations for state agency purchase of communications equipment that will enable interoperability and other shared uses of the public safety spectrum with local and federal agencies. This bill would specify that the recommended equipment be public safety radio subscriber equipment that also conforms to governmental standards for interoperability and, as technology evolves, that the equipment or systems be nonproprietary and have open architecture and backward compatibility. The bill would authorize the committee to recommend this equipment to any other federal, state, regional, or local entity with responsibility for developing, operating, or monitoring interoperability of the public safety spectrum.

  **STAFF RECOMMENDATION: SUPPORT**
• **SB 1451 (Kehoe) -** Introduced 02/23/06  Emergency preparedness, planning, and information
  Location: Senate Appropriations - Not yet scheduled for hearing

Summary: Existing law provides for emergency services, as specified. This bill would provide that the State Fire Marshal shall convene a permanent advisory committee, composed of representatives from specified groups, to make recommendations to the State Fire Marshal, the Legislature, and appropriate state and local agencies regarding preparedness, planning, procedures, and the provision of accessible information relating to the emergency evacuation of designated groups from public and private facilities and private residences during emergency or disaster situations. The bill would require the State Fire Marshal to develop and host training workshops, to prepare and disseminate brochures and other relevant materials, and to seek research funding to develop new technologies and information systems relating to the evacuation of the designated groups from public and private facilities and private residences during emergency and disaster situations. The bill would set forth legislative findings and declarations regarding the need for the bill and would state that it is the intent of the Legislature that the annual Budget Act shall appropriate federal Homeland Security funds to the State Fire Marshal in order to implement the act.

STAFF RECOMMENDATION: REFER TO PUBLIC SAFETY COMMITTEE

• **SB 1479 (Soto) -** Introduced 02/23/06  Office of Emergency Services: disaster information center
  Location: Senate Appropriations - Scheduled for hearing 05/08/06

Summary: The California Emergency Services Act generally sets forth the duties of the Office of Emergency Services in overseeing emergency preparedness and response activities in the state, including those activities implemented under the state emergency plan. This bill would require the office to establish and maintain an Internet-based disaster information center for public access during disasters and other emergencies that would include specified information.

STAFF RECOMMENDATION: REFER TO PUBLIC SAFETY COMMITTEE

**Smart Growth (Legislative Goal no. 15)**

• **SB 1754 (Lowenthal) -** Introduced 02/24/06  Housing and infrastructure zones
  Location: Senate Appropriations - Not yet scheduled for hearing

Existing law requires a redevelopment agency to use at least 20 percent of its tax increment revenues to increase, improve, and preserve low- and moderate-income housing available at affordable cost to persons and families of low or moderate income and lower, very low, and extremely low income households unless the agency makes certain findings. Existing law sets forth the duties of the California Economic Development and Infrastructure Development Bank generally in promoting economic development activities in the state. This bill would establish a pilot project allowing for the formation, under criteria developed by specified councils of governments and the Secretary of Business, Transportation and Housing, of 100 housing and infrastructure zones in the state. A city or county would be eligible to apply to its council of governments or the agency, as applicable, in order to establish a housing and infrastructure zone, subject to approval by the bank, and specified reporting requirements. By requiring the councils of governments to develop criteria and requiring the councils and local governments to perform other duties with respect to the selection and establishment of zones,
the bill would impose a state-mandated local program. The bill would authorize the bank to finance the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of real or other tangible property, for various purposes, including interchanges, ramps and bridges, arterial streets, parking facilities, transit facilities, sewage treatment and water reclamation plants and interceptor pipes, facilities for the collection and treatment of water for urban uses, child care facilities, libraries, parks, recreational facilities, open space, facilities for the transfer and disposal of solid waste, including transfer stations and vehicles, and housing. The bank would be authorized to issue bonds and to receive allocations of revenues resulting from a type of tax increment financing for these purposes. By requiring local agencies to conduct funding allocation activities, this bill also would impose a state-mandated local program.

STAFF RECOMMENDATION: MONITOR

Transit Specific Issues (Legislative Goal no. 19)

- **AB 1010** (Oropeza - Introduced 02/22/05) Rail transit
  Location: Senate Energy, Utilities, and Communications – Not yet scheduled for hearing

  Summary: Existing law provides that any public transit guideway planned, acquired, or constructed after January 1, 1979, is subject to the regulations of the Public Utilities Commission relative to safety appliances and procedures. This bill would transfer that responsibility to the Department of Transportation on January 1, 2007. Last year, the Executive Committee took a position to monitor this bill.

  EXECUTIVE COMMITTEE POSITION: MONITOR

- **AB 1157** (Frommer - Introduced 02/22/05) Rail Safety and Traffic Mitigation Bond Act of 2006
  Location: Senate Transportation and Housing – Not yet scheduled for hearing

  Summary: Existing law requires the Public Utilities Commission to develop and maintain a priority list of railroad-highway grade crossings determined to be most urgently in need of separation or alteration. Existing law requires each annual proposed budget prepared by the Department of Transportation to include $15 million for grade separation projects. Existing law requires the California Transportation Commission to allocate available funding to projects pursuant to the priority list prepared by the Public Utilities Commission, and requires certain matching funds to be provided from non-state funds and by the affected railroad. This bill would state the intent of the Legislature to enact legislation providing for a general obligation bond act in the amount of $500 million to be submitted to the voters for approval in order to provide funding for a program to eliminate the most dangerous railroad-highway grade crossings in the state, as identified by the Public Utilities Commission, with funds to be allocated by the California Transportation Commission.

STAFF RECOMMENDATION: MONITOR (in conjunction with other statewide infrastructure bond proposals)
• **AB 2630** (Benoit) - Introduced 02/24/06) Grade separation project funding
  Location: Assembly Appropriations – Not yet scheduled for hearing

Summary: Existing law requires the Public Utilities Commission to adopt a priority list for railroad-highway grade separation projects and requires the California Transportation Commission to allocate available funding to projects pursuant to that priority list. Existing law generally limits up to $5 million an allocation to a single project, except that if the project meets certain criteria it may receive an allocation up to $20 million. Existing law prohibits an agency that receives an allocation pursuant to that exception from receiving an allocation for another project pursuant to that exception for a period of 10 years. This bill would provide that an agency that receives an allocation pursuant to that exception may be eligible for an allocation for another project if the Department of Transportation determines that funds are available for allocation.

STAFF RECOMMENDATION: MONITOR

• **SB 1493** (McClintock) - Introduced 02/23/06) Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: repeal
  Location: Senate Transportation and Housing – Not yet scheduled for hearing

Summary: Existing law, Chapter 697 of the Statutes of 2002, as amended by Chapter 71 of the Statutes of 2004, provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 7, 2006, general election. Subject to voter approval, the act would provide for the issuance of $9.95 billion of general obligation bonds, $9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and $950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. This bill would repeal all of the bond act provisions of Chapter 697 of the Statutes of 2002.

STAFF RECOMMENDATION: MONITOR

**Transportation Funding (Legislative Goal No. 11)**

• **AB 2621** (Strickland) - Introduced 02/24/06) Sales Use Taxes: Exemptions: Fuel Tax
  Location: Assembly Revenue and Taxation - Scheduled for hearing 05/08/06

Summary: The Sales and Use Tax Law imposes a state sales and use tax on the gross receipts from the sale of tangible personal property sold at retail in this state or on the sales price of tangible personal property purchased from a retailer for the storage, use, or other consumption of that property in this state by the purchaser. This bill would provide, for purposes of that law, that the terms “sales price” and “gross receipts” do not include the amount of any state and federal fuel taxes, as specified. Although Section 2230 of the Revenue and Taxation Code provides that the state will reimburse counties and cities for revenue losses caused by the enactment of sales and use tax exemptions, this bill would provide that, notwithstanding Section 2230 of the Revenue and Taxation Code, no appropriation is made and the state shall not reimburse local agencies for sales and use tax revenues lost by them pursuant to this bill.
This bill would take effect immediately as a tax levy, but its operative date would depend on its effective date. This bill would effectively undermine Proposition 42.

STAFF RECOMMENDATION: OPPOSE

- **ACA 36 (Nation)** - Introduced 04/17/06) Transportation: motor vehicle fuel taxes
  Location: Assembly - Not yet scheduled for hearing

Summary: The California Constitution requires that revenues from taxes imposed by the state on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the costs of collection and refunds authorized by law, be used only for certain street and highway and public mass transit guideway purposes. The Motor Vehicle Fuel License Tax Law imposes a tax of 18 cents per gallon of fuel, as provided. This measure would impose an additional excise tax of 5 cents per gallon on distributors of motor vehicle fuel beginning on January 1, 2007, and would annually increase this tax in 5-cent increments to 25 cents per gallon on January 1, 2011, and thereafter. This measure would specify that the additional revenues from the tax shall be used, upon appropriation by the Legislature, only for purposes of regional transportation improvements and alternative energy.

STAFF RECOMMENDATION: MONITOR

- **SB 1719 (Perata)** - Introduced 02/24/06) Transportation Investment Fund
  Location: Senate Appropriations - Scheduled for hearing 05/08/06

Summary: Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline (Proposition 42), to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20 percent for programs funded by the Public Transportation Account, 40 percent for transportation capital improvement projects in the State Transportation Improvement Program, and 40 percent for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes. This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year.

STAFF RECOMMENDATION: SUPPORT

- **SB 1611 (Simitian)** – Introduced 02/24/06) Congestion management fees
  Location: Senate Appropriations - Scheduled for hearing 05/08/06

Summary: Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion. Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.
This bill would authorize a congestion management agency, or where there is no congestion management agency, the board of supervisors to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee of up to $25 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would require the ballot measure resolution to be adopted by a majority vote of the governing board of the congestion management agency or the board of supervisors, as appropriate, at a noticed public hearing and would also require the resolution to contain a specified finding of fact. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency or the board of supervisors, as appropriate, and would enact other related provisions. This bill is supported by the County of Santa Clara Board of Supervisors.

STAFF RECOMMENDATION: MONITOR

- **AB 2538 (Wolk - Introduced 02/23/06) Transportation funds: planning and programming regional agencies**
  Location: Assembly Appropriations - Not yet scheduled for hearing

Summary: Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the State Transportation Improvement Program process administered by the California Transportation Commission. Existing law requires 25 percent of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75 percent of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1 percent of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5 percent of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds. This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5 percent of those funds for the purposes of project planning, programming, and monitoring (PP&M). The bill also would establish a minimum amount to be allocated for this purpose. The bill would change the references to "regional improvement funds" to instead refer to "county share."

STAFF RECOMMENDATION: SUPPORT

Transportation Project Delivery (Legislative Goal No. 12)

- **AB 372 (Nation – Introduced 02/11/05) Public contracts: transit design-build contracts**
  Location: Senate Transportation and Housing as of 01/26/06 – Not yet scheduled for hearing

Summary: Existing law authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. Existing law repeals these provisions on January 1, 2007. This bill would extend the duration of these provisions until January 1, 2009.

STAFF RECOMMENDATION: MONITOR
• **AB 1699** (Frommer - Introduced 02/22/05) Transportation: highway construction contracts: design-build projects

  Location: Senate Transportation and Housing – There has been no activity on this bill since July 2005

  Summary: Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. This bill would authorize, until January 1, 2015, transportation agencies administering local voter-approved transportation sales tax measures to use a specified design-build process for bidding on a maximum of eight state highway construction projects with a total cost of $10,000,000 or more, as specified, with the projects to be selected by the California Transportation Commission. This bill contains other related provisions and other existing laws.

  STAFF RECOMMENDATION: SUPPORT

• **AB 2025** (Niello - Introduced 02/14/06) Design-build contracts

  Location: Assembly Transportation - Hearing postponed by author on 04/17/06

  Summary: Existing law makes the Department of Transportation responsible for improving and maintaining the state highway system. Under existing law, until January 1, 2010, the department is authorized to utilize design-sequencing as an alternative contracting method for the design and construction of not more than 12 transportation projects, as defined. This bill would authorize the department to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.

  STAFF RECOMMENDATION: SUPPORT

• **SB 371** (Torlakson - Introduced 02/17/05) Public contracts: design-build contracting: transportation entities

  Location: Assembly Held at Desk

  Summary: Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law, until January 1, 2007, authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. This bill would declare the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority, as defined, or local or regional transportation entity, as provided, and
would authorize the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system.

STAFF RECOMMENDATION: SUPPORT

- **SB 1161 (Alarcon)** - Introduced 01/10/06) State highways: design-sequencing contracts  
  Location: Senate Appropriations – Not yet scheduled for hearing

Summary: Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct a pilot project to award design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, to be selected by the Director of Transportation. This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met. This bill is sponsored by the Professional Engineers in California State Government and supported by the California Association of Council of Governments.

STAFF RECOMMENDATION: SUPPORT

Other Issues

- **AB 1020 (Hancock)** - Introduced 02/22/05) Transportation planning: improved travel models  
  Location: Senate Transportation and Housing - Not yet scheduled for hearing

Summary: Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional agencies. This bill would require the department, in partnership with certain federally designated metropolitan planning organizations and certain state-designated regional transportation planning agencies, to provide a notice to the Legislature by January 31, 2007, on a schedule for a comprehensive review and evaluation of current travel models and model improvements already underway. The bill would require these planning organizations and agencies using travel models to use models that incorporate specified factors, thereby imposing a state-mandated local program. The bill would identify other objectives that may be included in the travel models. The bill would enact other related provisions. This bill contains other related provisions and other existing laws. This is a two-year bill. Last year, the Executive Committee took the position to monitor and participate in the process, and staff has provided comments on this bill to the author.

EXECUTIVE COMMITTEE POSITION: MONITOR AND CONTINUE TO PARTICIPATE IN THE PROCESS
2005-2006 State Legislative Calendar

2006

May 12  Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor
May 19  Last day for policy committees to meet prior to June 5
May 26  Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house
May 26  Last day for Fiscal Committees to meet prior to June 5
May 30 - June 2  Floor Session only; no Committee may meet for any purpose
June 2   Last day for bills to be passed out of the house of origin
June 5   Committee meetings may resume
June 15  Budget must be passed by midnight
June 29  Last day for a legislative measure to qualify for the general election ballot (November 7)
June 30  Last day for policy committees to meet and report bills
July 7   Summer Recess begins at the end of this day’s session if Budget Bill has been enacted
August 7  Legislature reconvenes
August 18  Last day for Fiscal Committees to meet and report bills to Floor
August 21- Floor session only; no committees, other than the Committee on Rules or conference August 31  committees, may meet for any purpose
August 25  Last day to amend bills on the Floor
August 31  Last day for each house to pass bills; final Recess begins at end of this day’s session
September 30  Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in his possession on or after September 1
October 2  Bills enacted on or before this date take effect on January 1, 2007
November 30  Adjournment Sine Die midnight
December 4  Convening of the 2007-08 Regular Session

2007

January 1  Statutes take effect
REVIEW OF MAY 26, 2006, DRAFT BOARD AGENDA

+1. APPROVAL OF MEETING MINUTES

   A. APRIL 14, 2006, POLICY MEETING MINUTES
   B. APRIL 28, 2006, MEETING MINUTES

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES

This item summarizes the actions taken by the Borders Committee on April 28, the Executive Committee on May 12, and the Transportation and Public Safety Committees on May 19, 2006.

CONSENT ITEMS (4 through ___)

+4. FY 2007 WEIGHTED VOTING FORMULA (Renée Wasmund)

On an annual basis, SANDAG is required to recalculate the weighted vote of the Board of Directors based on updated population figures. The population figures used for this purpose have been certified by the California Department of Finance. The Board of Directors is asked to approve the FY 2007 Weighted Voting Formula.

+5. QUARTERLY INVESTMENT REPORT - PERIOD ENDING MARCH 31, 2006* (Lauren Warrem)

State law requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of March 31, 2006.
+6. REPORT ON THE CALIFORNIA BIODIVERSITY COUNCIL APRIL MEETING  
(Janet Fairbanks)  

The California Biodiversity Council (CBC) met on April 6, 2006, in Merced, California. The CBC is a statewide council established to design a strategy to preserve biological diversity and coordinate implementation of this strategy through regional and local institutions. Mike Chrisman, Secretary, The Resources Agency, and Mike Pool, State Director, Bureau of Land Management, co-chair the Council. Del Mar Mayor Crystal Crawford represents SANDAG on the Council. The Council holds quarterly meetings around the state to improve coordination among state and federal land management agencies and local interests.

+7. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Renee Wasmund)  

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy) and 017 (Delegation of Authority), this report summarizes certain delegated actions taken by the Executive Director during March 2006.

8. 

9. 

CHAIR’S REPORT (10) 

10. APPROVAL OF APPLICATION PROCESS FOR SANDAG BOARD OFFICERS  

The Executive Committee recommends that the Board of Directors approve the application form for candidates interested in the positions of Chair, First Vice Chair, and Second Vice Chair for upcoming calendar year 2007.

11. 

REPORTS (12 through ___) 

+12. REGIONAL ECONOMIC PROSPERITY STRATEGY (Marney Cox)  

Last updated in 1999, the Regional Economic Prosperity Strategy (REPS) is designed to prepare the San Diego region for the economic opportunities of the 21st century and to identify necessary actions to ensure a rising standard of living for the region’s residents. Staff will report on the status of the latest REPS update. The Board of Directors is asked to approve the membership and charter for an advisory working group to assist SANDAG in the update and to appoint an elected official and a business leader to co-chair the working group.
+13. REGIONAL COMPREHENSIVE FARE ORDINANCE AMENDMENT: APPROVE

FIRST READING (Dan Levy)

On May 18, 2006, the SANDAG Transportation Committee and North County Transit District (NCTD) Board of Directors held a joint public hearing on proposed fare changes for NCTD bus and COASTER services. The Transportation Committee recommends that the SANDAG Board of Directors approve an amendment to the Regional Comprehensive Fare Ordinance to incorporate the proposed NCTD fare changes. The Board is asked to conduct the first reading of the amended ordinance at its May 26, 2006, meeting. A second reading and adoption of the amended ordinance is scheduled for the June 23, 2006, meeting. NCTD is scheduled to implement the fare changes in July or August 2006.

+14. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS* INFORMATION

(José A. Nuncio)

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management (TDM) projects in SANDAG’s five-year Regional Transportation Improvement Program (RTIP) for the period from January through March 2006.

15.

16.

17. UPCOMING MEETINGS INFORMATION

The next Board of Directors Policy meeting is scheduled for Friday, June 9, 2006, at 10 a.m. The next Board of Directors Business meeting is scheduled for Friday, June 23, 2006, at 9 a.m.

18. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
STATEWIDE INFRASTRUCTURE BOND MEASURES
FACT SHEET

NOVEMBER 2006 STATEWIDE BALLOT MEASURES

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prop. 1A</td>
<td>Protection of Proposition 42 funds (SCA 7)</td>
<td></td>
</tr>
<tr>
<td>Prop. 1B</td>
<td>Transportation, Air Quality and Port Security (SB 1266)</td>
<td>$19.925 bln</td>
</tr>
<tr>
<td>Prop. 1C</td>
<td>Housing and Emergency Shelter (SB 1689)</td>
<td>2.850 bln</td>
</tr>
<tr>
<td>Prop. 1D</td>
<td>K-12/University Facilities (AB 127)</td>
<td>10.416 bln</td>
</tr>
<tr>
<td>Prop. 1E</td>
<td>Flood Prevention (AB 140)</td>
<td>4.090 bln</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>Total</strong></td>
<td><strong>$37.281 bln</strong></td>
</tr>
</tbody>
</table>

TRANSPORTATION

Infrastructure Bond: SB 1266 (Perata and Nuñez)

- $4.5 billion for **Corridor Mobility Improvement**, allocated by California Transportation Commission (CTC) for projects in highly congested corridors that expand capacity, enhance operations, or improve travel time; projects must be ready to go by 2012.
- $3.1 billion for **California Ports Infrastructure, Security, and Air Quality Improvement**, allocated by the CTC; includes $2 billion to fund improvements to trade corridors, $1 billion for emission reductions projects in trade corridors, and $100 million for port, harbor, and ferry terminal security improvement grants.
- $2 billion for **State Transportation Improvement Program (STIP) Augmentation**, with $1.5 billion distributed by formula to the regions (STIP-RIP) and $0.5 billion for interregional improvements.
  - San Diego share: $109 million (7.3%)
- $4 billion for the **Public Transportation Modernization, Improvement, and Service Enhancement**, with $400 million for intercity rail improvements and vehicles and the remaining $3.6 billion in flexible formula funds for transit rehabilitation, replacement, safety, capital projects, bus rapid transit, and rolling stock purchase.
  - San Diego share: $222 million (6.2%), split $169 million MTS and $53 million NCTD
- $1 billion in **State-Local Partnership Program**, allocated by the CTC, for projects nominated by a regional transportation planning agency (RTPA); requires a dollar for dollar match of local funds.
  - TransNet projects eligible
- $2 billion for **Local Street and Road Improvement, Congestion Relief, and Traffic Safety**, divided equally between cities and counties; allocated by formula to local jurisdictions for the local street and road improvements that relieve congestion, improve traffic safety, prevent deterioration, and expand transit ridership.
  - County of San Diego share: $70 million (7.0%)
  - Cities share: $83 million total (see Table 1 below for detail by city)

- $1 billion for **Transit System Safety, Security, and Disaster Response** for projects that increase protection against security and safety threat and develop disaster response capacity for public transit systems.

- $1.325 billion for other programs allocated by the CTC, including $125 million for Local Bridge Seismic Retrofit (state match to federal funds); $250 million for Highway-Railroad Crossing Safety Account (high-priority grade crossings); $750 million Highway Safety, Rehabilitation and Preservation (SHoPP); and $200 million for School Bus Retrofit Program.

- $1 billion for State Route 99 improvements through the Central Valley.

### Table 1

**Local Street and Road Improvement, Congestion Relief, and Traffic Safety**

San Diego Regional Share of $1 Billion Allocated Statewide to Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>$3,053,090</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>6,980,622</td>
</tr>
<tr>
<td>Coronado</td>
<td>865,522</td>
</tr>
<tr>
<td>Del Mar</td>
<td>400,000</td>
</tr>
<tr>
<td>El Cajon</td>
<td>3,135,140</td>
</tr>
<tr>
<td>Encinitas</td>
<td>2,014,322</td>
</tr>
<tr>
<td>Escondido</td>
<td>4,535,705</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>889,172</td>
</tr>
<tr>
<td>La Mesa</td>
<td>1,796,409</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>819,251</td>
</tr>
<tr>
<td>National City</td>
<td>2,046,378</td>
</tr>
<tr>
<td>Oceanside</td>
<td>5,618,210</td>
</tr>
<tr>
<td>Poway</td>
<td>1,626,083</td>
</tr>
<tr>
<td>San Diego</td>
<td>41,899,071</td>
</tr>
<tr>
<td>San Marcos</td>
<td>2,344,191</td>
</tr>
<tr>
<td>Santee</td>
<td>1,748,052</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>429,986</td>
</tr>
<tr>
<td>Vista</td>
<td>3,019,814</td>
</tr>
</tbody>
</table>

**TOTAL** $83,221,018
Proposition 42 Protection - SCA 7 (Torlakson)

- Continues transfer of annual motor vehicle fuels sales tax to Transportation Investment Fund for public transit, STIP, and cities and county transportation programs.
- Retains suspension clause when (a) Governor proclaims severe state fiscal hardship; (b) Legislature enacts by 2/3rds vote a bill that does not contain any other unrelated provision; and (c) bill provides that loans must be repaid within three years.
- No more than two annual suspensions during any period of ten consecutive fiscal years.
- No new suspension can occur while any prior loan is outstanding.
- All preexisting statutory loans to be repaid over a 10-year period ending in 2016, with at least 1/10 paid each year.

Public-Private Partnerships - AB 1467 (Nuñez and Perata)

- Authorizes Caltrans and RTPAs until January 1, 2012 to enter into comprehensive development lease agreements with public and private entities or consortia for four goods movement projects (two north and two south) that may charge toll or user fees; Caltrans and RTPA nominate projects to CTC.
- Also authorizes RTPAs until January 1, 2012, to develop/operate high-occupancy toll (HOT) lanes projects (four total, with two north and two south); RTPAs nominate projects to CTC in cooperation with Caltrans; CTC submits applications for approval by Legislature.
- Requires preparation of annual progress reports by Legislative Analyst’s Office (LAO).

Housing and Land Use

Housing and Emergency Shelter Trust Fund Act of 2006

$1.5 billion for Affordable Housing Program, including:

- $345 million for loans to local governments and developers for construction and rehabilitation of affordable multifamily housing.
- $295 million for various programs for homeless and disabled persons and foster youth, including $50 million for grants to counties and non-profit entities for emergency shelters and transitional homes for homeless persons; $195 million for loans to local governments and developers for supportive transitional housing for disabled and homeless persons; and $50 million for housing for homeless and emancipated foster youth.
- $135 million loans for local governments and non-profit agencies for farmworker housing.
- $625 million for various homeownership programs, including $300 million for grants and loans for local programs (Cal Home); $200 million for down payment assistance for first-time homebuyers; and $125 million for grants to local governments for down payment assistance programs, in areas where local regulatory barriers have been reduced (BEGIN Program).
- $100 million for a newly created Affordable Housing Innovation Program for grants or loans to sponsoring agencies, to be further defined by future legislation.
$1.35 billion for **Planning and Infill Incentives**, including:

- $850 million for **Regional Planning, Housing, and Infill Incentives**, to be further defined by future legislation; of which no more than $200 million may be used for park development in conjunction with infill.

- $300 million in **Transit-Oriented Development and Implementation** for loans to local governments, transit agencies, and developers to develop infrastructure associated with high density transit-oriented development; projects must have 15 percent minimum affordable housing component within ¼-mile of transit.

- $200 million for **Housing Urban-Suburban-Rural Parks** for housing-related park grants, to be further defined by future legislation.