EXECUTIVE COMMITTEE AGENDA

Friday, June 8, 2012
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 REPORTS

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

This agenda and related staff reports can be accessed at www.sandag.org under Meetings. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Executive Committee meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Executive Committee meeting should be received by the Clerk of the Committee no later than 12 noon, two working days prior to the meeting.

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EXECUTIVE COMMITTEE
Friday, June 8, 2012

ITEM #  RECOMMENDATION

+1. APPROVAL OF THE MAY 11, 2012, MEETING MINUTES APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

REPORTS (3 through 5)

+3. ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS (Victoria Stackwick) DISCUSSION/ POSSIBLE ACTION

SANDAG Board Policy No. 001 states that the Executive Committee is responsible for annually reviewing a list of all SANDAG 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. There are no proposed revisions in the functions or membership of committees or working groups at this time.

+4. LEGISLATIVE STATUS REPORTS (Victoria Stackwick and Genevieve Morelos)

+A. Federal Legislative Status Report - This status report provides an update on recent legislation pertaining to the federal surface transportation authorization and provides a list of priorities for the San Diego region as the authorization advances through the federal legislative process. The Executive Committee is asked to approve the Draft SANDAG Conference Committee Priorities for the next federal surface transportation authorization. APPROVE

+B. State Legislative Status Report - This report provides an update on the Governor’s May Revise as well as updates on Senate Bills 1549 (Vargas), which would provide authority for alternative project delivery methods for the San Diego region; 1225 (Padilla), which would create a local authority for intercity rail services for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor; and Assembly Bill 1572 (Fletcher), which would dissolve the San Diego Service Authority for Freeway Emergencies. INFORMATION

+5. REVIEW OF JUNE 22, 2012, DRAFT BOARD AGENDA (Renée Wasmund) APPROVE
6. CONTINUED PUBLIC COMMENTS

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

7. UPCOMING MEETINGS INFORMATION

The next meeting of the Executive Committee is scheduled for Friday, July 13, 2012, at 9 a.m.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
MAY 11, 2012

Chair Jerome Stocks (North County Coastal) called the Executive Committee meeting to order at 9:01 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego, Chairman) and a second by Mayor Don Higginson (North County Inland), the minutes of the April 13, 2012, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Jim Schmidt, a member of the public, spoke regarding the State Route 125 Toll Road. He thanked SANDAG for the purchase and toll reductions.

REPORTS (3 through 5)

3. SANDAG COMPENSATION PROGRAM (DISCUSSION/POSSIBLE ACTION)

Laura Coté, Director of Administration, presented options related to employee compensation. The Executive Committee was asked to discuss and provide a recommendation to the Board of Directors.

Action: Upon a motion by Mayor Higginson and a second by Council President Anthony Young (City of San Diego), the Executive Committee recommended that the Board of Directors approve: (1) FY 2013 structural salary adjustment pool of 1.2 percent; (2) FY 2013 merit/bonus pool of 3.3 percent; (3) implementing a second tier retirement plan with a formula of 2 percent at 60 years of age as soon as reasonably practicable; and (4) employees hired prior to July 1, 2009, to begin paying 2 percent towards the employee contribution to the retirement plan with the start date to be discussed by the Board of Directors. First Vice Chair Jack Dale (East County) opposed this action.

4. STATE LEGISLATIVE STATUS REPORT (DISCUSSION/POSSIBLE ACTION)

Genevieve Morelos, Senior Legislative Analyst, provided an update on pending state legislation, including Assembly Bills 1572 (Fletcher), which would dissolve the San Diego Service Authority for Freeway Emergencies; and 2113 (Hueso), which would create an enhanced driver’s license; and Senate Bills 1549 (Vargas), which would provide authority for alternative project delivery methods for the San Diego region; 1225 (Padilla), which would create a local authority for intercity rail
services for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor; and 1330 (Simitian), which would include new requirements for the use of license plate recognition data.

**Action**: Upon a motion by Supervisor Roberts and a second by Councilmember Carrie Downey (South County), the Executive Committee voted to support Assembly Bill 2113.

**Action**: Upon a motion by Councilmember Downey and a second by Chairman Stocks, the Executive Committee voted to take an oppose unless amended position on Senate Bill 1330.

**Action**: Upon a motion by Mayor Higginson and a second by Supervisor Roberts, the Executive Committee voted to oppose Assembly Bill 1572. Councilmember David Alvarez (City of San Diego) opposed this action.

5. REVIEW OF MAY 25, 2012, DRAFT BOARD AGENDA (APPROVE)

Chairman Stocks presented the draft board agenda for approval.

**Action**: Upon a motion by Mayor Higginson and a second by Councilmember Downey, the Executive Committee approved the draft board agenda for May 25, 2012, as amended.

6. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

7. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, June 8, 2012, at 9 a.m.

8. ADJOURNMENT

Chairman Stocks adjourned the meeting at 10:27 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### MAY 11, 2012

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>PRIMARY/ALTERNATE</th>
<th>ATTENDING</th>
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<tbody>
<tr>
<td>North County Inland</td>
<td>City of Poway</td>
<td>Don Higginson</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of San Marcos</td>
<td>Jim Desmond</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>City of Encinitas</td>
<td>Jerome Stocks, Chair</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of Solana Beach</td>
<td>Lesa Heebner</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>South County</td>
<td>City of Imperial Beach</td>
<td>Jim Janney, 2nd Vice Chair</td>
<td>Primary</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>City of Coronado</td>
<td>Carrie Downey</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>East County</td>
<td>City of Santee</td>
<td>Jack Dale, 1st Vice Chair</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of La Mesa</td>
<td>Art Madrid</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego</td>
<td></td>
<td>Jerry Sanders</td>
<td>Primary</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Anthony Young</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td></td>
<td></td>
<td>David Alvarez</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego</td>
<td></td>
<td>Ron Roberts</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bill Horn</td>
<td>1st Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Greg Cox</td>
<td>2nd Alternate</td>
<td>No</td>
</tr>
</tbody>
</table>
ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS

Introduction

Section 6.6 of SANDAG Board Policy No. 004 requires that an informational report be provided to the Board of Directors on an annual basis concerning the status of all standing and ad hoc committees and working groups. In addition, SANDAG Board Policy No. 001 states that the Executive Committee is responsible for annually reviewing a list of all SANDAG 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. As reflected below, there are no proposed revisions in the functions or membership of committees or working groups at this time.

Since the last annual report, one new working group was added, the Interstate 805 (I-805)/47th Street Trolley Station Area Planning Project Working Group. Six working groups have completed their work and have sunset; these include the Freight Stakeholders Working Group, Public Health Stakeholder Working Group, Regional Planning Stakeholders Working Group, Automated Regional Justice Information System (ARJIS) Crime Analysis Working Group, ARJIS Enterprise Core Working Group, and ARJIS Users Working Group.

Discussion

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

SANDAG supports 22 different committees and working groups that advise the Board and PACs on a variety of projects and issues related to our Overall Work Program and Capital 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 ongoing 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, sheriffs, or public safety chief executive officers).
**New Working Groups**

I-805/47th Street Trolley Station Area Planning Project Working Group

The purpose of this working group is to support the development and evaluation of initial design concepts for a Bus Rapid Transit station along Interstate 805 at the 47th Street Trolley Station. The group will provide advice on the development of design alternatives and serve as a forum for community input to the project. Membership includes residents, representatives from community planning groups, community-based organizations, local businesses, and other stakeholders. It is anticipated that the working group will meet regularly (approximately one to two times per month) through early 2013, until station design alternatives are brought to the Transportation Committee for consideration to carry forth into the environmental process, and then as needed until the construction contract for the project is awarded.

**Completed Working Groups**

During the past year, the following six working groups have completed their work:

- Two working groups that provided input into the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) completed their work upon approval of the final 2050 RTP/SCS by the Board of Directors in October 2011. The Freight Stakeholders Working Group was a temporary working group that provided input into the development of the Goods Movement Strategy of the 2050 RTP/SCS, and the Regional Planning Stakeholders Working Group provided ongoing public input into key activities associated with developing the 2050 RTP/SCS and its key components.

- The Public Health Stakeholder Working Group (PHSG) provided feedback and advice to SANDAG staff on the execution of the Communities Putting Prevention to Work grant program known as “Healthy Works.” As established in the original charter, the PHSG disbanded with the completion of the Healthy Works activities in March 2012.

- With the final transition to and launch of the ARJIS Enterprise System, three ARJIS working groups – the Crime Analysis Working Group, Enterprise Core Working Group, and Users Working Group, have completed their work.

**Next Steps**

Pending the Executive Committee’s determination of the need to maintain the committees and working groups listed in Attachment 2, the annual report on the status of SANDAG committees and working groups is scheduled for the June 22, 2012, Board of Directors meeting.

KIM KAWADA  
TransNet and Legislative Affairs Program Director

Attachments: 1. Policy Advisory Committees and Related Working Groups Diagram  
2. List of Committees and Working Groups

Key Staff Contact: Victoria Stackwick, (619) 699-6926, Victoria.Stackwick@sandag.org
POLICY ADVISORY COMMITTEES AND RELATED WORKING GROUPS DIAGRAM

Board of Directors

Quality of Life Steering Committee

Quality of Life Stakeholder Working Group

ELECTED OFFICIALS

TEMPORARY

Attachment 1
Bold = Changes From Last Year
**LIST OF COMMITTEES AND WORKING GROUPS**

**BOARD OF DIRECTORS**

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Quality of Life Stakeholder Working Group</td>
<td>Stakeholders from the SANDAG Environmental Mitigation Program Working Group, SANDAG Shoreline Preservation Working Group, County of San Diego Water Quality Core Working Group, habitat/conservation advocacy, water quality advocacy, water supply agency, transit agencies, transit user advocacy, transit advocacy, taxpayer advocacy, smart growth advocacy, economic development councils, chambers of commerce, local business associations, academia, labor, city/county managers, environmental justice advocacy, agricultural industry, and development industry.</td>
<td>Provide input on key activities associated with developing a Quality of Life Funding Strategy</td>
<td>2010</td>
<td>Temporary</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Rob Rundle</td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly No. of Mtgs. in FY 2012: 2</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>
</tr>
</thead>
<tbody>
<tr>
<td>2 Bayshore Bikeway Working Group</td>
<td>County Supervisor Greg Cox (Chair), San Diego Council President Pro Tem Kevin Faulconer, Chula Vista Councilmember Patricia Aguilar, Coronado Councilmember Mike Woiwode, Imperial Beach Councilmember Jim King, National City Councilmember Rosalie Zarate, San Diego Councilmember David Alvarez, Board of Port Commissioners Scott Peters, and Gordy Shields representing the bicycling community.</td>
<td>Reviews and supports improvements to the Bayshore Bikeway</td>
<td>1989</td>
<td>Temporary—will terminate upon project completion</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Stephan Vance</td>
<td></td>
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<td>Meeting Schedule: Periodically</td>
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<td>No. of Mtgs. in FY 2012: 3</td>
</tr>
<tr>
<td>3 Bicycle-Pedestrian Working Group</td>
<td>Staff from local jurisdictions, Caltrans, Metropolitan Transit System (MTS), North County Transit District (NCTD), Port of San Diego, and representatives from bicycle and pedestrian advocacy groups.</td>
<td>Makes bicycle and pedestrian funding recommendations and reviews nonmotorized transportation issues</td>
<td>1970s</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Chris Kluth</td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly</td>
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<td>No. of Mtgs. in FY 2012: 8</td>
</tr>
<tr>
<td>4 Cities/County Transportation Advisory Committee (CTAC)</td>
<td>Public works directors from local jurisdictions and staff from Caltrans, MTS, and NCTD.</td>
<td>Provides recommendations to the Transportation Committee regarding: (1) local street projects and programs, including local freeway interchanges; and (2) highways, transit, rail, bicycle, and pedestrian issues and policies that affect local street and road projects and programs.</td>
<td>1993</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Alex Estrella</td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly</td>
</tr>
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<td>No. of Mtgs. in FY 2012: 11</td>
</tr>
<tr>
<td>5 Coordinated Transit and Human Services Transportation Plan Working Group</td>
<td>Voluntary members of the Social Services Transportation Advisory Council (representatives of transit users who are 60 years or older, and representatives of transit users who are persons with a disability).</td>
<td>Provide input to the development of the 2012-2016 Coordinated Plan</td>
<td>2008</td>
<td>Temporary</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Phil Trom</td>
<td></td>
<td></td>
<td>Meeting Schedule: As needed</td>
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<td>No. of Mtgs. in FY 2012: 4</td>
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* Changes from last year are marked in **bold.**
## TRANSPORTATION COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
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<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
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</thead>
</table>
| 6 Regional Short-Range Transit Planning Task Force | NCTD, MTS, other transit operator planning staffs, and Full Access and Coordinated Transportation (FACT) staff. | Assists in developing annual Regional Short Range Transit Plan and Productivity Improvement Program; fulfills Transportation Development Act requirement for a productivity improvement committee | 2003 | Standing  
Meeting Schedule: Quarterly  
No. of Mtgs. in FY 2012: 4 |
| **Staff Lead: Phil Trom** | | | | |
| 7 San Diego Region Conformity Working Group | Staff from the U.S. Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration (FTA), California Air Resources Board, Caltrans, and San Diego Air Pollution Control District. | Reviews and comments on Regional Transportation Plan (RTP) and Regional Transportation Improvement Program transportation conformity and State Implementation Plan development or updates, and fulfills federal and state requirements for interagency consultation | 1994 | Standing  
Meeting Schedule: Monthly  
No. of Mtgs. in FY 2012: 6 |
| **Staff Lead: Rachel Kennedy** | | | | |
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<thead>
<tr>
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<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
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<tbody>
<tr>
<td>8 San Diego Regional Traffic Engineers Council (SANTEC)</td>
<td>Traffic engineers from local jurisdictions, Caltrans, and staff from MTS and NCTD.</td>
<td>Makes recommendations regarding traffic engineering issues associated with the region’s roadway network</td>
<td>1989</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Peter Thompson</td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly</td>
</tr>
<tr>
<td>9 Social Services Transportation Advisory Council (SSTAC)</td>
<td>Representatives of transit users who are 60 years or older; representatives of transit users who are persons with a disability; representatives of transit users who are persons with limited means; staff from social service providers serving seniors, persons with disabilities, and persons of limited means; representatives from the Consolidated Transportation Services Agency (FACT); and representatives from MTS and NCTD.</td>
<td>Designated as the Local Review Committee for the FTA Section 5310 grant applications, holds required unmet needs hearings, and advises on regional issues of accessible transportation provided by the public and private sector; fulfills state Public Utilities Code requirement; fulfills Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Coordinated Plan requirement; also reviews and advises on transit capital improvement projects for Americans with Disabilities Act compliance</td>
<td>1979</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Brian Lane</td>
<td></td>
<td></td>
<td>Meeting Schedule: Bimonthly</td>
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* Changes from last year are marked in **bold**.
## TRANSPORTATION COMMITTEE

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<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
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</thead>
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<tr>
<td>10 State Route 78 (SR 78) Corridor Study Temporary Working Group</td>
<td>Technical staff from the County of San Diego, local jurisdiction representatives from Oceanside, Carlsbad, Vista, San Marcos, and Escondido; Caltrans; NCTD; MTS; freight rail operators; and the Southern California Tribal Chairmen’s Association.</td>
<td>Provide technical input on the development of the SR 78 Corridor Study</td>
<td>2010</td>
<td>Temporary - will terminate upon completion of SR 78 Corridor Study (Summer 2012)</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Rachel Kennedy</td>
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<td>Meeting Schedule: As needed</td>
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<td></td>
<td>No. of Mtg. in FY 2012: 6</td>
</tr>
<tr>
<td>11 Mid-Coast Corridor Transit Project Working Group</td>
<td>Twenty-five members distributed over several membership categories, including access advocate, business community, community representatives, community services, employers, environmental, retail, student representative, taxpayers advocate, transportation advocate, transit rider representative, and at-large members.</td>
<td>Provide a forum to update key stakeholders and the public on Mid-Coast Corridor Transit Project and project review processes; present technical information for review during the scoping period; reach consensus in support of a Locally Preferred Alternative; and review the draft environmental documents and provide comments</td>
<td>2009</td>
<td>Temporary - will terminate upon completion of draft environmental document (expected early 2013)</td>
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<tr>
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<td>Staff Lead: David Hicks</td>
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<td>Meeting Schedule: As needed</td>
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* Changes from last year are marked in **bold**.
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<th>Year</th>
<th>Notes</th>
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<tr>
<td>12</td>
<td>I-805/47th Street Trolley Station Area Planning Working Group</td>
<td>Stakeholders from Southeastern San Diego appointed by San Diego City Council President Tony Young, including residents, and representatives from community planning groups, community based organizations, and local business owners, and other stakeholders. Provide input on the development and evaluation of alternative station design concepts to provide access to the planned I-805 Bus Rapid Transit service at the 47th Street Trolley Station.</td>
<td>2012</td>
<td></td>
</tr>
</tbody>
</table>

Meeting Schedule: Monthly

No. of Mtgs. in FY 2012: 2

Temporary

Group will meet regularly (approximately one to two times per month) through early 2013, until station design alternatives are brought to the Transportation Committee for consideration to carry forth into the environmental process, and then as needed until the construction contract for the project is awarded.
<table>
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<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
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<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
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</thead>
</table>
No. of Mtgs. in FY 2012: 4 |
| 14 Regional Housing Working Group                         | Lemon Grove Councilmember Jerry Jones (Co-Chair); Duane Roth, CONNECT (Co-Chair); 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. | Serves as a forum for discussion of regional housing issues                                                                                                                                                | 2000         | Standing         | Meeting Schedule: Quarterly  
No. of Mtgs. in FY 2012: 4 |
<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
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</thead>
<tbody>
<tr>
<td>15 Regional Energy Working Group</td>
<td>Coronado Councilmember Carrie Downey (Chair) (South County), Escondido Councilmember Ed Gallo (North County Inland), San Diego Councilmember Sherri Lightner, Del Mar Councilmember Don Mosier (North County Coastal), Santee Councilmember Rob McNelis (East County), Vacant (County of San Diego); and representatives from San Diego Gas &amp; Electric, Port of San Diego, San Diego County Regional Airport Authority, California Center for Sustainable Energy, Energy Policy Initiatives Center at University of San Diego School of Law, San Diego Regional Chamber of Commerce, regional economic development councils (north county and south county), San Diego Clean Cities Coalition, Environmental Health Coalition, Sierra Club, San Diego State University, University of California San Diego, and MTS.</td>
<td>Advises on the implementation of the Regional Energy Strategy adopted by SANDAG in 2009 and serves as a forum for discussion of regional energy issues</td>
<td>2004</td>
<td>Standing</td>
</tr>
<tr>
<td>Staff Lead: Allison King</td>
<td></td>
<td></td>
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<td>Meeting Schedule: Monthly</td>
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<td>No. of Mtgs. in FY 2012: 9</td>
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<tr>
<td>16 Environmental Mitigation Program (EMP) Working Group</td>
<td>Coronado Councilmember Carrie Downey (Chair), City of Carlsbad staff Mike Grim (Vice Chair) and staff representatives from City 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>
</tr>
<tr>
<td>Staff Lead: Keith Greer</td>
<td></td>
<td></td>
<td></td>
<td>Meeting Schedule: Bimonthly</td>
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<td>No. of Mtgs. in FY 2012: 6</td>
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<tr>
<td>17 Regional Planning Technical Working Group</td>
<td>Planning directors from local jurisdictions and staff from other agencies, including Port of San Diego, MTS, NCTD, San Diego County Water Authority, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, U.S. Department of Defense, and Local Agency Formation Commission.</td>
<td>Advises on the development and implementation of the Regional Comprehensive Plan</td>
<td>1990</td>
<td>Standing</td>
</tr>
<tr>
<td>Staff Lead: Carolina Gregor</td>
<td></td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly</td>
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<td>COMMITTEE OR WORKING GROUP NAME</td>
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<tr>
<td>18 Committee on Binational Regional Opportunities</td>
<td>Stakeholders from both sides of the United States/Mexico 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>
</tr>
<tr>
<td></td>
<td>Staff Lead: Hector Vanegas</td>
<td></td>
<td></td>
<td>Meeting Schedule: Bimonthly</td>
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<td>No. of Mtgs. in FY: 4</td>
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<tr>
<td>19 Interagency Technical Working Group on Tribal Transportation Issues</td>
<td>Representatives from each of the 17 federally recognized tribal governments and California tribes in San Diego County.</td>
<td>Discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators</td>
<td>2007</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Jane Clough</td>
<td></td>
<td></td>
<td>Meeting Schedule: Quarterly</td>
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<td>No. of Mtgs. in FY: 3</td>
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* Changes from last year are marked in **bold**.
### 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>
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</thead>
<tbody>
<tr>
<td>20 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; and evaluates and recommends regional public safety initiatives</td>
<td>1981</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Pam Scanlon</td>
<td></td>
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<td>Meeting Schedule: Monthly</td>
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<td>No. of Mtgs. in FY 2012: 5</td>
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<td>21 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>
</tr>
<tr>
<td></td>
<td>Staff Lead: Audrey Radi</td>
<td></td>
<td></td>
<td>Meeting Schedule: Bimonthly as needed</td>
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<tr>
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<td>No. of Mtgs. in FY 2012: 3</td>
</tr>
<tr>
<td>22 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>
</tr>
<tr>
<td></td>
<td>Staff Lead: Pam Scanlon</td>
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<td>Meeting Schedule: Bimonthly as needed</td>
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<td>No. of Mtgs. in FY 2012: 0</td>
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* Changes from last year are marked in **bold**.
FEDERAL LEGISLATIVE STATUS REPORT

Introduction

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This status report provides an update on recent legislation pertaining to the federal surface transportation authorization and provides a list of priorities for the San Diego region as the authorization advances through the federal legislative process.

Discussion

Federal Surface Transportation Authorization Update

The federal highway, mass transit, and surface transportation safety programs are authorized in a multi-year surface transportation reauthorization bill. The most recent reauthorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expired at the end of FY 2009. Since then, the surface transportation programs and activities have been funded under a series of short-term extensions. The current extension funds transportation programs through June 30, 2012. Both chambers have passed legislation to address the next transportation authorization.

House of Representatives bill (H.R. 4348)

On April 25, 2012, the House of Representatives passed H.R. 4348. The bill authorizes a 90-day extension of SAFETEA-LU through September 30, 2012. H.R. 4348 would set total transit and highway obligation limitation and program funding consistent with FY 2012 appropriated levels. H.R. 4348 would reauthorize current surface transportation programs through the end of the current federal fiscal year. The House bill includes the environmental streamlining provisions from Title III of the American Energy and Infrastructure Jobs Act of 2012 (H.R. 7), which was the original authorization proposal introduced by House Committee on Transportation and Infrastructure Chairman John Mica (R-FL). The provisions include making National Environmental Policy Act (NEPA) delegation program permanent, enacting federal and state environmental law reciprocity, expanding the use of categorical exclusions for highway projects constructed within existing right-of-way, creating funding thresholds to exempt certain projects from NEPA, and environmental review efficiencies. While the measure was not considered by the House of Representatives, it provided an outline of policy prescriptions for consideration during debate of the overall federal surface transportation authorization.

Recommendation

The Executive Committee is asked to approve the Draft SANDAG Conference Committee Priorities for the next federal surface transportation authorization.
H.R. 4348 includes two additional amendments that are not related to transportation. The first controversial amendment requires the Federal Energy Regulatory Commission (FERC) to issue a permit for the construction of the Keystone XL Pipeline project within 30 days of receiving an application. If FERC has not acted on an application for a permit within 30 days after receiving such application, the permit would be deemed to have been issued. Senate Finance Committee Chairman Max Baucus (D-MT) supports the pipeline provision. The Administration has threatened to veto the entire bill should the Keystone language be included. The President believes that it circumvents an established process for determining whether cross-border pipelines are in the national interest.

The second amendment includes language contained in the RESTORE Act¹ (H.R. 3096), which would establish the Gulf Coast Restoration Trust Fund and dedicate 80 percent of penalties paid by the responsible parties in connection with the Deepwater Horizon oil spill to the restoration of the Gulf Coast ecosystem and economy. While some on Capitol Hill differ on how impacted states located in the Gulf should receive funding for restoration and recovery efforts, many in both chambers believe that relief should be provided as soon as possible.

Senate bill (S. 1813)

The Senate passed its version of the transportation authorization, Moving Ahead for Progress in the 21st Century Act (S. 1813, or MAP-21), on March 14, 2012. The measure is a two-year transportation reauthorization bill (FY 2012 and FY 2013). MAP-21 includes many of the environmental streamlining provisions included in the House bill. Fully funding the bill would require roughly $10 billion in revenues or offsets beyond anticipated Highway Trust Fund revenues. A detailed summary of MAP-21 was provided to the Executive Committee at its March 9, 2012, meeting.

Conference Committee

At the time of the vote for H.R. 4348, House Majority leadership explained that the 90-day extension was not intended to result in another short-term extension of existing law, but rather as a vehicle to get to a conference committee with the Senate. A conference committee is established for the House and Senate to reconcile their two transportation bills and produce a single final bill that both chambers will vote on. Conferences are appointed to negotiate on provisions of the legislation specific to the committees on which they serve. Both the Senate and the House named conferees to the conference committee.

The Senate named 14 Senators to the conference committee. Senator Barbara Boxer (D-CA) chairs the committee, which also includes Democrats Max Baucus (MT), Jay Rockefeller (WV), Dick Durbin (IL), Tim Johnson (SD), Chuck Schumer (NY), Bill Nelson (FL), and Robert Menendez (NJ). The six Republican Senators named to the committee include: James Inhofe (OK), David Vitter (LA), Orrin Hatch (UT), Richar C. Shelby (AL), Kay Bailey Hutchison (TX), and John Hoeven (ND).

The Speaker of the House named thirty-three representatives to the conference committee. The 20 Republican Members include: John Mica (FL), Don Young (AK), John Duncan (TN), Bill Shuster (PA), Shelley Moore Capito (WV), Rick Crawford (AR), Jaime Herrera Beutler (WA), Larry Buschon (IN), Richard Hanna (NY), Steve Southerland (FL), James Lankford (OK), Reid Ribble (WI), Fred Upton (MI), Ed Whitfield (KY), Doc Hastings (WA), Rob Bishop (UT), Ralph Hall (TX), Chip Cravaack (MN),

¹ Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2011
Dave Camp (MI), and Patrick Tiberi (OH). The 13 Democratic Members include: Nick Rahall (WV), Peter DeFazio (OR), Jerry Costello (IL), Jerrold Nadler (NY), Corrine Brown (FL), Elijah Cummings (MD), Leonard Boswell (IA), Tim Bishop (NY), Henry Waxman (CA), Ed Markey (MA), Eddie Bernice Johnson (TX), Earl Blumenauer (OR), and Delegate Eleanor Holmes Norton (DC).

The conference committee’s first meeting took place on May 8, 2012. There are a number of important issues to work out, but initial discussions involved matters related to the scope of issues to be considered during the conference. One of the most contentious provisions relates to the approval of the permit for the Keystone XL Pipeline project that was included in H.R. 4348.

House and Senate staffs are working behind the scenes to negotiate most of the language. The committee would like to conclude its work by June 30, 2012, but the House and Senate do not share common recesses; therefore, there are a limited number of legislative working days for the conference committee to meet.

Draft SANDAG Conference Committee Priorities

On March 27, 2009, the SANDAG Board of Directors approved a set of regional principles (Attachment 1) that reflect the federal transportation authorization priorities of the San Diego region. At the time, SANDAG also approved a set of statewide consensus principles created to outline California’s priorities for the next authorization bill.

In order to respond to the various proposals currently under consideration by the conference committee, staff has prepared draft priorities for Executive Committee action. The Draft SANDAG Conference Committee Priorities (Attachment 2) would convey the agency’s position on the current policy proposals included in S. 1813 or H.R. 4348 as well as H.R. 7. To develop the draft priorities, SANDAG staff collaborated with multiple stakeholders, including the Southern California Association of Governments, Metropolitan Transportation Commission, Sacramento Area Council of Governments, Caltrans, California Association of Councils of Government, Metropolitan Transit System, North County Transit District, and tribal leaders in the region. The draft priorities are consistent with Goal No. 1A of the 2012 SANDAG Legislative Program as well as the approved regional and state consensus principles adopted at the outset of this process.

The Draft SANDAG Conference Committee Priorities would continue to advocate for increased funding levels for all transportation programs, support the continuation of the Coordinated Border Infrastructure Program and the Transportation Infrastructure Finance and Innovation Act, preserve the current intent of the Congestion Mitigation and Air Quality Improvement Program, and support the establishment of a national goods movement program. In addition, the priorities would support the efforts to streamline project delivery and planning processes and would seek to maintain the current transit funding formulas used for Bus Rapid Transit projects and high-occupancy vehicle facilities.

Interagency Technical Working Group on Tribal Transportation Recommendations

At the April 25, 2012, Interagency Technical Working Group on Tribal Transportation Issues meeting, Working Group members requested that SANDAG support the position among California tribes to oppose proposed changes to the Tribal Transportation Program within MAP-21. The proposed formula would reduce transportation funding to California tribes by 60 percent to
80 percent by heavily weighing the formula towards tribal populations. This would create an unfair advantage for tribes outside of California that have very large populations. In addition, MAP-21 would reduce the funding to small, land-based tribes in the region by changing the tribal road inventory to disallow state, county, and local lane miles from being included in the formula to fund tribal transportation projects.

**Next Steps**

Upon approval of the Draft SANDAG Conference Committee Priorities, staff will provide copies to the San Diego federal delegation and our Washington, D.C. representatives to advocate for the region's priorities. Staff will continue to update the Executive Committee as the Senate and House proposals move through the legislative process.

KIM KAWADA
TransNet and Legislative Affairs Program Director

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

Attachments: 1. SANDAG Priorities for Next Federal Surface Transportation Authorization
2. Draft SANDAG Conference Committee Priorities for the Next Federal Surface Transportation Authorization
SANDAG PRIORITIES FOR NEXT
FEDERAL SURFACE TRANSPORTATION AUTHORIZATION

Funding Levels

• Support federal program investment levels that would help fund the $57 billion SANDAG 2030 Regional Transportation Plan (RTP) (Current Revenue Constrained RTP is $41 billion)

Goods Movement

• Work with California and San Diego regional partners as well as with national partners like the Coalition for America’s Gateways and Trade Corridors to develop a national freight trust fund

• Ensure goods movement funding proposals provide support for international land ports of entry and address the needs of freight rail and small ports of entry, such as the Tenth Avenue and National City Marine Terminals

Transit

Investment

• Ensure capital investment programs provide sufficient levels to maintain existing rail and transit infrastructure, including commuter rail and light rail improvements and rail bridge replacement and rehabilitation

• Support federal funding for operating existing transit systems, both rail and bus services

• Support funding for intercity rail needs in Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), coastal corridor (Pacific Surfliner is the second busiest intercity rail corridor after Northeast corridor)

• Pursue full funding grant agreement for Mid-Coast Corridor Project and funding to advance other transit projects included in the TransNet Early Action Program (e.g., Interstate 15 and South Bay Bus Rapid Transit projects and Mid-City Rapid Bus)

• Support program flexibility to fund grade separation and grade crossing improvements along existing rail corridors

• Support continuation of federal programs that address the transportation needs for people with disabilities, and commuting needs for individuals with limited means (e.g., New Freedom and Job Access and Reverse Commute programs)

Reforms

• Support streamlining New/Small Starts processes, and ensure light rail transit and bus rapid transit are given equal consideration
Ensure high-occupancy toll lanes continue to be counted as fixed-guideway miles for the purpose of transit formula program apportionments

In urbanized counties like San Diego, consolidate urban and rural transit formula programs, and allow metropolitan planning organizations the ability to allocate the funds consistent with approved plans

**Process Improvements**

**Environmental**

- Support the continuation of the National Environmental Policy Act (NEPA) delegation authority to states
- Support changes to enable comprehensive state environmental processes like the California Environmental Quality Act to fulfill federal environmental NEPA requirements
- Establish an environmental risk assessment process that allows low-risk projects to advance to design and construction ahead of formal technical analysis

**Data Collection**

- Support funding for data collection and training to improve transportation modeling and planning processes used to support the RTP

**Climate Change**

- Monitor federal climate change and greenhouse gas reduction proposals for their effects on transportation planning and funding processes

**Non-Motorized Transportation**

- Support Rails-to-Trails Conservancy’s 2010 Campaign for Active Transportation, which would provide 40 cities nationwide with $50 million each to fund non-motorized projects and programs

**Tribal Transportation Planning**

- Support funding for tribal transportation planning and Indian reservation road programs
DRAFT SANDAG CONFERENCE COMMITTEE PRIORITIES FOR THE NEXT FEDERAL SURFACE TRANSPORTATION AUTHORIZATION

Funding Levels

- Support provisions included in S. 1813, Moving Ahead for Progress in the 21st Century Act (MAP-21), that provide a minimum of 95 percent return to states and increase overall funding for federal transportation programs consistent with the higher funding levels included in MAP-21 compared to H.R. 4348.

Transit

Investment

- Support the inclusion and continuation of the Alternative Fuels Tax Credit Program. The San Diego region receives more than $3.5 million a year through this program to fund bus operations.

- Support the provisions in MAP-21 to restore parity within the Commuter Tax Credit Program by raising the pretax benefit for public transit and vanpool users (currently $125 per month) to the same level as parking (currently $230 per month).

Reforms

- Oppose provisions in MAP-21 that would eliminate counting multimodal high-occupancy vehicle (HOV) lane miles from the calculations used to determine rail modernization formula funding. This proposed provision would have a significant negative impact on formula and fixed guideway funding. The region’s adopted plans include the development of multimodal Express Lanes along the interstate corridors to facilitate public transit, HOV, and FasTrak® traffic.

- Oppose the provision in MAP-21 that changes the definition of bus rapid transit (BRT) projects to require that a “majority” of the right-of-way be exclusively for public transit in order for BRT projects to be eligible to receive New Starts funding. Support the inclusion of less prescriptive language that would provide greater flexibility in BRT project eligibility for New Starts funding.

Rail

- Support the sections of S.1813 that provide multi-year transitional assistance for implementation of Section 209 of the Passenger Rail Investment and Improvement Act of 2008, which provides that state-supported services of less than 750 miles in length are now the sole financial responsibility of states. For California, this will mean an additional $25 million in FY 2014 for the Pacific Surfliner corridor. The assistance would start in FY 2014 and phase out by FY 2017.
Highways

- Support the continuation of the Coordinated Border Infrastructure Program (CBI) from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Each year, the San Diego region receives approximately $26 million in federal highway funding for projects located within 100 miles of an international border. To date, the state has received more than $170 million in CBI funds.

- Oppose language in MAP-21 that reduces the required suballocation percentage of the Transportation Mobility Program (formerly Surface Transportation Program) and the Congestion Mitigation and Air Quality (CMAQ) Program for local entities, to 50 percent. Current law directs 62.5 percent of the state’s Surface Transportation Program and 100 percent of the state’s CMAQ Program to metropolitan planning organizations. SANDAG supports the inclusion of language to protect California’s existing suballocation provisions.

- Oppose provisions in MAP-21 that would require 15 percent of the suballocated share of CMAQ funds attributable to an area’s particulate matter nonattainment to be used to pay for the cost of retrofitting or replacing construction equipment that is a source of fine particulate matter emission. This provision would divert approximately $7 million per year from the region’s transportation projects.

Goods Movement

- Support the establishment of a new National Freight Infrastructure Grant Program funded by new user fees or existing customs revenue, as proposed in MAP-21. This multimodal grant program would extend beyond roads and highways to include freight rail and land ports of entry, all of which are critical to goods movement.

Innovative Financing

- Support retention of innovative finance provisions of MAP-21, including the significant expansion of the Transportation Infrastructure Finance and Innovation Act program to $1 billion, which includes related program modifications such as the change from an annual application to a rolling application process, and allowing applicants to enter into master credit agreements to provide funding for a suite of projects all at once. Inclusion of this program would provide a potential funding mechanism for projects such as the State Route 11 Toll Road and Otay Mesa East Port of Entry project.

Transportation Enhancements

- Support the inclusion of Transportation Enhancements or other funding programs in MAP-21 that support active transportation.

Tribal Transportation Planning

- Oppose provisions in MAP-21 that change the Tribal Transportation Allocation Methodology by heavily weighing the formula towards tribal populations. The proposed formula would reduce transportation funding to California tribes by 60 percent to 80 percent. This would create an unfair advantage for tribes outside of California that have very large populations.
• Oppose provisions in MAP-21 that reduce funding to small, land-based tribes in the region by changing the tribal road inventory to disallow state, county, and local lane miles from being included in the formula to fund tribal transportation projects.

Process Improvements
• Support provisions in both House and Senate measures that support accelerated project delivery and environmental streamlining measures. SANDAG supports making the National Environmental Policy Act (NEPA) delegation program permanent, enacting federal and state environmental law reciprocity, expanding the use of categorical exclusions for highway projects constructed within existing right-of-way, funding thresholds to exempt certain projects from NEPA, and environmental review efficiencies.
STATE LEGISLATIVE STATUS REPORT

Introduction

Periodic legislative status updates are provided to the Executive Committee throughout the year. This report provides a summary of the key provisions of the Governor’s May Revise, which was released on May 14, 2012. This report also provides updates on Senate Bill 1549 (Vargas) (SB 1549), which would provide authority for alternative project delivery methods for the San Diego region; and SB 1225 (Padilla), which would create a local authority for intercity rail services for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor; and Assembly Bill 1572 (Fletcher), which would dissolve the San Diego Service Authority for Freeway Emergencies.

Discussion

Governor’s May Revise

In January 2012, the Governor’s Budget estimated a $9.2 billion budget shortfall for FY 2012-13. The May Revise estimates that the deficit has increased to $15.7 billion as a result of a reduced revenue outlook ($4.3 billion), higher costs to fund schools ($2.4 billion in Proposition 98\(^1\) base increase and backfill of property taxes), and decisions by the federal government and courts to block budget cuts ($1.7 increased expenditures), which are offset by $1.9 billion in expenditure savings.

The Governor’s May Revise budget proposes $16.7 billion in funding to address a $15.7 billion General Fund deficit with a $1 billion reserve. The May Revise proposes an additional $4.1 billion in spending cuts for a total of $8.3 billion in reductions in FY 2012-13. The impacted programs include trial courts, hospitals and nursing homes, In-Home Supportive Services, redevelopment agency assets, and Proposition 98 funding.

The May Revise assumes the passage of the Governor’s proposed initiative slated for the November 2012 ballot. The ballot measure proposes to temporarily increase the personal income tax on the state’s highest income taxpayers for seven years and to increase the sales tax by one-quarter percent for four years. If approved by the voters, the revenues would be used to meet the Proposition 98 funding obligation, increase funding for schools and community colleges, provide a net benefit to the General Fund, and constitutionally guarantee the 2011 Realignment funds for local public safety.

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\(^1\) Proposition 98 (1988) requires a minimum percentage of the state budget to be spent on K-14 education, and guarantees an annual increase in education spending in the budget.
If the initiative is not approved by the voters, the Governor’s FY 2012-13 budget proposes additional triggers to balance the budget, which would go into effect on January 1, 2013. These additional cuts include a $5.5 billion reduction to schools and community colleges, a $250 million reduction to the University of California and California State University, and additional reductions of $83.2 million to various public safety programs.

Transportation

The May Revise does not make any significant changes to the funding for transportation or public transit. The Governor’s January budget proposed to divert about $1.4 billion in weight fees from the State Highway Account (SHA) to the General Fund, of which about $700 million would be used to pay for the debt service for prior transportation bonds, and approximately $697 million would provide a loan to the General Fund.

The May Revise would continue to appropriate $708.5 million to cities and counties from new gasoline excise tax revenues. These funds are from the Highway User Tax Account (HUTA), pursuant to the Gas Tax Swap in 2010\(^2\), formerly referred to as Proposition 42 revenues. Of this portion, the County of San Diego would receive approximately $40 million, and the cities in San Diego County would receive about $29.6 million\(^3\).

The SHA would receive $901.7 million, with $193.2 million for State Highway Operation and Protection Program and $708.5 million for the State Transportation Improvement Program. Consistent with the January budget, the budget forecasts about $420 million for the State Transit Assistance program, of which North County Transit District would receive about $6.4 million and Metropolitan Transit System approximately $20 million, an increase from the FY 2011-12 enacted levels of $4.9 million and $15.6 million.

Additionally, the May Revise proposes the following changes:

- **Transfer of $184 million in FY 2011-12 and $128.8 million annually starting in FY 2012-13 from several special funds to the General Fund.** A portion of the new excise tax revenue on gasoline is attributable to fuel purchased for off-highway vehicles (OHVs). The May Revise indicates this portion of the new HUTA is not protected under the Constitution and therefore the funds may be transferred to the General Fund by the State.

  The Senate budget committee voted to approve the Administration’s placeholder trailer bill language to achieve General Fund relief in the amount of $697 million; the Assembly budget committee has not taken an action on this matter. The trailer bill language would clarify that gasoline excise revenues fully backfill the SHA for any reduction of revenues due to the weight fee transfers to the General Fund. Additionally, the trailer bill language would direct any excise tax related to OHV fuel purchases be transferred to the General Fund.

  The California State Association of Counties, Urban Counties Caucus, and Rural Council of Counties are advocating that the state include a sunset provision, which would allow the state to take the OHV fuel excise tax for General Fund relief only for the next five years. After the

\(^2\) The Gas Tax Swap combined lowering the sales and use tax rate applicable to sales of motor vehicle fuel, excluding aviation gasoline, and simultaneously raising the state excise motor vehicle fuel tax, effective July 1, 2010.

\(^3\) For a list estimates for individual cities, visit: http://www.californiacityfinance.com/HUTAupdate120215.pdf.
sunset, the OHV funds would be returned to the HUTA, in order to keep the HUTA account whole pursuant to the intent of the gas tax swap.

- Increase to the Public Transportation Account by $705,000 and creation of seven positions in FY 2012-13 to enable Caltrans to work with the California High-Speed Rail Authority and other local and regional rail operators to plan for improved service on Northern California intercity rail lines, consistent with the blended system presented by the High-Speed Rail Authority.

- Reduction of $14.5 million and elimination of 330 state positions for engineering, design, and construction oversight activities in the Caltrans Capital Outlay Support (COS) Program. The budget projects that the overall Caltrans COS workload will decrease as a result of the expiration of federal American Recovery and Reinvestment Act funds.

Department of Water Resources

Staff has been monitoring the Department of Water Resources budget for an allocation from the Department of Boating and Waterways (DBW) in the amount of $750,000 to close a funding shortfall in the Regional Beach Sand Project (RBSP). Over the past three years, SANDAG has received a total of $19.5 million from FY 2008-09 through FY 2010-11 from DBW to fund this project. The RBSP is scheduled for construction in August 2012.

The Department of Finance, on behalf of DBW, requested that the Joint Legislative Budget Committee (JLBC) redirect $750,000 in current FY 2011-12 state funding from other projects to the RBSP to address the funding shortfall. This current year funding request was denied by the JLBC in April. The May Revise also does not include the proposed $750,000 in DBW funding for the RBSP. At this time, SANDAG staff is working with Senator Christine Kehoe (D-San Diego) to address the RBSP funding shortfall.

State Workforce

The May Revise proposes savings of $839.1 million in employee compensation, equivalent to a 5 percent reduction in pay. To avoid a furlough program and mitigate layoffs, the Administration proposes to pursue the implementation of a four-day, 38-hour workweek for the majority of state employees.

Re redevelopment Agencies

In 2011, the state eliminated redevelopment agencies (RDAs) and designated new successor agencies tasked with retiring the former RDAs’ outstanding debts and other legal obligations. The May Revise anticipates that the elimination of RDAs would provide additional property tax funding for education and General Fund relief. The May Revise proposes legislation that creates a framework for successor agencies to transfer unobligated cash assets to cities, counties, special districts, and K-14 schools in FY 2012-13. It is estimated that $2 billion would flow to K-14 schools, offsetting the state’s Proposition 98 obligation. Of this amount, $1.4 billion would be shifted in FY 2012-13 and the additional $600 million would be shifted in FY 2013-14.
Next Steps

The May Revise is the start of the budget negotiations between the Governor and the Legislature. The Legislature is required to pass a budget by June 15, and the Governor is required to sign it into law by July 1 of each year. Staff will continue to monitor the state budget as it makes its way through the legislative process and report back to the Executive Committee.

State Legislation

Senate Bill 1549 (Vargas) – Transportation Projects: Construction Manager/General Contractor Project Method

Consistent with Goal No. 7A of the SANDAG 2012 Legislative Program, which supports efforts to expand available methods of transportation project delivery, SANDAG is sponsoring Senate Bill 1549 (SB 1549). SB 1549 was introduced by Senator Juan Vargas (D-San Diego) on February 24, 2012, and was last amended on April 30, 2012. The bill would allow SANDAG to engage in alternative project delivery methods, including design sequencing and the construction manager/general contractor project delivery method, for transit projects in the San Diego region. SANDAG could potentially use its authority under SB 1549 to implement projects from the TransNet Early Action Program as well as the transit capital projects that SANDAG implements on behalf of the two public transit operators.

Next Steps

On May 25, 2012, SB 1549 passed out of the Senate Appropriations Committee by a vote of 7-0 and passed off the Senate Floor by a vote of 38-0. The bill now moves to the Assembly.

Senate Bill 1225 (Padilla) – Intercity Rail Agreements

Senate Bill 1225 (SB 1225) was introduced by Senator Alex Padilla (D-Pacioma) on February 23, 2012, and was last amended on May 29, 2012. SB 1225 would authorize the LOSSAN Corridor Agency to enter into an interagency transfer agreement with Caltrans for assuming responsibility for administering state-funded intercity passenger rail service in the corridor. As currently drafted, SB 1225 is a permissive bill and would become operative only if the members of the LOSSAN Corridor Agency amend the existing joint-powers agreement to expand the agency's authority to enter into the interagency transfer agreement.

Next Steps

SB 1225 passed out of the Senate Appropriations Committee by a vote of 7-0 and passed off the Senate Floor by a vote of 38-0. The bill now moves to the Assembly. SANDAG is currently monitoring this legislation.

Assembly Bill 1572 (Fletcher) – Service Authorities for Freeway Emergencies: San Diego County

Assembly Bill 1572 (AB 1572) was introduced by Assemblymember Nathan Fletcher (I-San Diego) on February 1, 2012, and was last amended on May 29, 2012. Existing law establishes the Service Authority for Freeway Emergencies (SAFE) for the purpose of funding call boxes along freeways to
aid motorists in need of assistance. AB 1572 would dissolve the San Diego SAFE and would designate SANDAG to become the successor authority on January 1, 2013.

At its May 11, 2012, meeting, the Executive Committee voted to adopt an oppose position on the bill based on concerns about the urgency provision included in the bill. At its May 25, 2012, meeting, the Board of Directors voted to adopt a neutral position on the bill based on amendments that would provide a transition period following the dissolution of San Diego SAFE.

Next Steps

AB 1572 passed off the Assembly Floor by a vote of 66-0 and will next move to the Senate. Staff will continue to monitor the legislation as it makes its way through the legislative process.

KIM KAWADA
TransNet and Legislative Affairs Program Director

Key Staff Contact: Genevieve Morelos, (619) 699-1994, Genevieve.Morelos@sandag.org
REVIEW OF JUNE 22, 2012, DRAFT BOARD AGENDA

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

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES | APPROVE |

This item summarizes the actions taken by the Borders Committee on May 25, the Transportation and Regional Planning Committees on June 1, the Executive Committee on June 8, and the Transportation Committee on June 15, 2012.

CONSENT (4 through X)

+4. APPROVAL OF FY 2013 CLAIMS FOR THE TRANSPORTATION DEVELOPMENT ACT AND STATE TRANSIT ASSISTANCE AND FY 2012 TDA CLAIM AMENDMENTS (Sookyung Kim)* | APPROVE |

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. The Transportation Committee recommends that the Board of Directors adopt: (1) Resolution Nos. 2012-xx to 2012-xx approving FY 2013 claims, and adopt the State Transit Assistance Act findings as certified by the North County Transit District; and (2) Resolution Nos. 2012-xx to 2012-xx approving FY 2012 TDA claim amendments, both in substantially the same form as attached to the report.
+5. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Andre Douzdjian)*

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

+6. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)

Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

+7. ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS (Victoria Stackwick)

As required by SANDAG Board Policy No. 004, this item provides an annual report on the status of all standing and temporary committees and working groups.

8. REPORTS (9 through XX)

+9. ANNUAL REPORT FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (Jim Ryan, ITOC Chair; Ariana zur Nieden)*

Jim Ryan, Chair of the Independent Taxpayer Oversight Committee (ITOC), will present the Committee’s annual report for FY 2012. In accordance with the TransNet Extension Ordinance, this annual report presents both the annual fiscal and compliance audit process findings and recommendations, and the results and recommendations of the second TransNet Triennial Performance Audit.

+10. PROPOSED FY 2013 PROGRAM BUDGET (INCLUDING OVERALL WORK PROGRAM) (First Vice Chair Jack Dale; Andre Douzdjian and Tim Watson)*

SANDAG Bylaws require the Board of Directors to adopt a final budget by June 30 of each year. The proposed FY 2013 Budget includes the Overall Work Program, Capital Improvement Program, TransNet Program, and Administrative and Board budgets. The Board of Directors is asked to approve the proposed FY 2013 Program Budget (including the Overall Work Program).
12. CONTINUED PUBLIC COMMENTS

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

+13. CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8 AND 54956.9 (C) - SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT (Pete D’Ablaing and John Kirk)

The Board will be briefed by real property negotiators John Kirk, John Haggerty, Bruce Beach, and Jane Wiggans regarding acquisition of temporary and permanent easements on portions of parcels located in the City of San Diego, which are identified by ownership and assessor parcel number below:

- 666-130-10, 666-130-24, 666-130-25, 666-130-26, 666-200-63 (RAMON S. VANTA)
- 666-130-03 (THE CHARLES V. PIPITONE FAMILY LIMITED PARTNERSHIP)
- 666-200-02 (CEDELIA RAMIREZ)
- 666-200-03 (SAN YSIDRO INDUSTRIAL PARK, LTD., A PARTNERSHIP)
- 666-200-56 (JON JENTZ)
- 667-010-03 (SAN YSIDRO PT 1488 LLC)
- 667-010-04 (SDE PROPERTIES, LLC)
- 667-020-06 (ROGERS VAN BUREN CLARK, JR.; TERRY E. LAKENAN, TRUSTEE; WELLS FARGO BANK, SUBSTITUTE TRUSTEE; LANE V. PECK, TRUSTEE; LOIS P. MITCHELL, TRUSTEE; SCOTT E. PECK, JR, AND UNION BANK OF CALIFORNIA, TRUSTEE)
- 666-130-03 (THE CHARLES V. PIPITONE FAMILY LIMITED PARTNERSHIP)

14. UPCOMING MEETINGS INFORMATION

The next Board Policy meeting is scheduled for Friday, July 13, 2012, at 10 a.m. The next Board Business meeting is scheduled for Friday, July 27, 2012, at 9 a.m.

15. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item