EXECUTIVE COMMITTEE AGENDA

Friday, January 10, 2014
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

- PROPOSED 2014 LEGISLATIVE PROGRAM

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.
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.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email 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 Committee Clerk no later than 12 noon, two working days prior to the meeting.

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EXECUTIVE COMMITTEE  
Friday, January 10, 2014

ITEM #  
+1. APPROVAL OF DECEMBER 6, 2013, MEETING MINUTES  
RECOMMENDATION  
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.

CONSENT (3)

+3. LEGISLATIVE STATUS REPORT (Victoria Stackwick)  
RECOMMENDATION  
INFORMATION

Periodic status reports on legislative activities are provided to the Executive Committee throughout the year. This report provides a summary of the various state and federal activities.

REPORTS (4 through 5)

+4. PROPOSED 2014 LEGISLATIVE PROGRAM (Jaymie Bradford)  
RECOMMENDATION  
DISCUSSION/POSSIBLE ACTION

The Executive Committee is asked to discuss the potential amendments to the 2014 Legislative Program and make a recommendation to the Board of Directors.

+5. REVIEW OF DRAFT BOARD AGENDAS (Kim Kawada)  
RECOMMENDATION  
APPROVE

The Executive Committee is asked to approve the draft agenda for the January 24, 2014, Board Business meeting. Staff also will provide a verbal update on the February 14, 2014, Board Policy meeting agenda.

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

The next meeting of the Executive Committee is scheduled for Friday, February 14, 2014, at 9 a.m.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
DECEMBER 6, 2013

Chairman Jack Dale (East County) called the meeting of the SANDAG Executive Committee to order at 9 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF THE NOVEMBER 1, 2013, MEETING MINUTES

  Action: Upon a motion by Supervisor Greg Cox (Chairman, County of San Diego) and a second by Mayor Matt Hall (North County Coastal), the minutes of the November 1, 2013, Executive Committee meeting were approved. Yes - Chairman Dale, First Vice Chair Jim Janney (South County), Mayor Hall, and Supervisor Cox. No - None. Abstain - None. Absent – Second Vice Chair Don Higginson (North County Inland) and Councilmember Marti Emerald (City of San Diego).

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   There were no public comments.

CONSENT (3)

3. LEGISLATIVE STATUS REPORT (INFORMATION)

   Periodic status reports on legislative activities are reported to the Executive Committee throughout the year. This report provided a summary of the various state and federal activities.

   Action: This item was presented for information.

REPORTS (4 through 5)

4. PROPOSED 2014 LEGISLATIVE PROGRAM (RECOMMEND)

   Each year, the Executive Committee recommends a legislative program to the Board of Directors for the next calendar year. Consistent with past programs, the proposed Legislative Program includes policies and proposals for possible federal and state legislation and local activities.

   Jaymie Bradford, Senior Legislative Analyst, presented the item.
Action: Upon a motion by First Vice Chair Janney and a second by Supervisor Cox, the Executive Committee recommended that the Board of Directors approve the proposed 2014 Legislative Program. Yes - Chairman Dale, First Vice Chair Janney, Mayor Hall, and Supervisor Cox. No - None. Abstain - None. Absent – Second Vice Chair Higginson and Councilmember Emerald.

5. REVIEW OF DRAFT BOARD AGENDAS (APPROVE)

Renée Wasmund, Chief Deputy Executive Director, presented the draft agenda for the December 20, 2013, Board Business meeting. She noted that there were no items for the January 10, 2014, Board Policy meeting agenda.

Action: Upon a motion by Supervisor Cox and a second by Mayor Hall, the Executive Committee approved the draft agenda for the December 20, 2013, Board Business meeting. Yes - Chairman Dale, First Vice Chair Janney, Mayor Hall, and Supervisor Cox. No - None. Abstain - None. Absent – Second Vice Chair Higginson and Councilmember Emerald.

6. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

7. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, January 10, 2014, at 9 a.m.

8. ADJOURNMENT

Chairman Dale adjourned the meeting at 9:10 a.m.

Attachment: Attendance sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### DECEMBER 6, 2013

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LEGISLATIVE STATUS REPORT

Introduction

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

KIM KAWADA
Chief Deputy Executive Director

Attachment(s): 1. Report from Ellison Wilson Advocacy
2. Report from Peyser and Associates

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

The Legislature is not scheduled to return until Monday, January 6th, 2014. January will be particularly active, as January 31st is the deadline for all bills introduced in 2013 to be passed out of their House of Origin. Shortly thereafter, we will see the massive influx of new 2014 bills introduced, as the deadline to introduce new bills will be during the last week of February. Each of these bills will need to be heard in its respective policy and fiscal committees and passed off the Floor in its House of Origin by June 1st, before each is sent to the second house. The Legislature will recess for about a month in July, and then return for the final sprint with an August 31st deadline for all bills to be passed by the Legislature. The Governor will then have until September 30th to sign or veto each bill that is placed on his desk.

Upon their return in January, the Democrats will retain a supermajority – 55 seats in the Assembly, 28 in the Senate – having won a number of special elections this Fall including: Democrat Matt Dababneh, who defeated Republican Susan Shelley by 329 votes in the Nov. 19 special election in the 45th Assembly District (West San Fernando Valley); Democrat Freddie Rodriguez, who defeated independent Paul Leon by 365 votes in the Sept. 24 special election in the 52nd Assembly District (Inland Southern California including Ontario); and Democrat Sebastian Ridley-Thomas who won an all-Democrat race on December 3rd with 60% of the vote in the 54th Assembly District (Los Angeles). The Legislature will be one seat short of full capacity after months of special elections, just in time for the 2014 legislative session to begin (Republican Senator Bill Emmerson recently made the surprise announcement he would step down; current Republican Assembly Member Mike Morrell is ultimately expected to fill Emmerson’s Senate seat).

The jockeying for leadership positions is expected to be fierce during the upcoming year as both Senate President pro Tem Darrell Steinberg and Assembly Speaker John Perez are termed out in 2014. This week Speaker Perez announced that he is planning to step down as Speaker after the budget is passed (beginning of July), thus allowing the new Speaker to assume the reins for the final two months of the session. Steinberg has made no such announcement.

Speaker Perez also fired the first shot of the 2014-15 budget wars this week when he released his “Blueprint for a Responsible Budget,” a document that sets the Assembly’s priorities for dealing
with a budget surplus. While the document is devoid of any real financial commitments, it outlines an approach to spend more on Universal Transitional Kindergarten, expanded Cal Grant scholarships, more money for the UC and CSU systems, “modest” increases in CalWORKS welfare payments, an expanded earned income tax credit, “investing” in jobs and job creation, restoring public health programs, repayment of state debts and liabilities and “smart” use of one-time funds.

Over the upcoming few weeks we will continue meeting with staff from several policy committees, as well as representatives from associated groups, to get a sense for transportation and local government issues that are anticipated to be raised in 2014.

**ACTIVITY REPORT**

11/18: Bi-weekly teleconference with SANDAG staff. Reviewed Active Transportation Program workshop meeting notes for October 8, 17, and 28th.
11/20: Researched and analyzed California Road Repairs Act of 2014, a transportation initiative filed with the Secretary of State’s Office; provided subsequent analysis to SANDAG staff.
11/26: Met with staff of the Assembly Transportation Committee re: overview of upcoming legislative matters.
12/3: At SANDAG staff’s request, researched all applicable deadlines for the upcoming primary and general elections; provided subsequent findings to SANDAG staff.
12/9: Bi-weekly teleconference with SANDAG staff. Reviewed SANDAG’s approved 2014 Legislative Program Report.
**November 21, 2013**

**Transportation Update from Peyser Associates**

**T4America Unveils New Strategy/ Proposes Gas Tax Increase**

Transportation for America, an outgrowth of Smart Growth America and major advocate for ped/bike funding and transit during the Moving Ahead for Progress in the 21st Century (MAP-21) debate, is remaking itself into a group that will tout the importance of local control for transportation funding decisions during the next reauthorization debate. The kick-off event for the new direction was held this week and titled “Local Economies, National Prosperity: Community leaders make the economic case for federal investment in transportation.” As part of the event, the group unveiled its proposal for bolstering the highway trust fund. They are proposing a 17-cent/gallon increase in the federal gas tax to raise $30 billion per year to stabilize the trust fund and provide the opportunity for new investments.

Participants in the day’s activities included Mayor Ben McAdams of Salt Lake County, UT; Mayor Mark Mallory of Cincinnati, OH; Mayor Ken Moore of Franklin, TN; Marc Morial, President and CEO of the National Urban League and former mayor of New Orleans, LA; and Dave Williams, Vice President of the Metro Atlanta Chamber of Commerce. Business leaders and mayors explained why it is important for their localities’ economic well-being that Congress solve the problem of the decreasing revenue in the Highway Trust Fund. T4America has created a new membership network of mayors and county executives, major employers, key institutions, and civic groups. For more information, visit http://t4america.org/about/

**Foxx Waiting for Congressional Plan**

Transportation Secretary Anthony Foxx told reporters this week that the Administration has provided multiple transportation funding ideas and it is now time for Congress to react to those ideas and/or advance their own plan. “I think if there were a couple of clusters of ideas that were being generated out of Capitol Hill, it would be easier for us to begin thinking about how we all come together,” Foxx said. “I think we are waiting to hear back from Congress.”

For the sake of review, the funding proposal put forward by the Administration so far is to use the savings in the national security budget to fund transportation infrastructure. This approach relies on the repurposing of general fund money for transportation and therefore requires annual appropriations action to be implemented. The Administration’s proposal is therefore moving away from the decades-long approach of creating a stable and reliable trust fund source for surface transportation funding.

**Pennsylvania Set to Finish Major Transportation Legislation**

Pennsylvania is poised to become the latest state to increase fuel taxes to pay for transportation improvements. The Pennsylvania Legislature is scheduled to complete a bill today for Governor Tom Corbett’s (R) signature that will provide an infusion of cash for transportation infrastructure in the state. Roads and bridges will be the beneficiary of about $1.65 billion, while about $475 million will go to mass transit. The revenues are being provided through a gas tax increase at the wholesale level, along with increased vehicle registration, driver’s license, and moving violation fees that will be phased in over five
years. The state’s gas tax could go up as much as 28 cents a gallon, putting it over 75 cents and making it one of the most expensive in the nation.

California, Oregon, and Washington Include HSR as Part of Climate Change Efforts

The states of California, Oregon, and Washington and the Province of British Columbia this week signed a regional agreement to strategically align policies to reduce greenhouse gases and promote clean energy. Among a number of items (such as harmonizing greenhouse gas reduction targets), continued deployment of high-speed rail across the region is listed as a priority.

December 12, 2013

Transportation Update from Peyser Associates

FY2014 (and 2015) Budget Deal Reached

Negotiators struck a deal this week to authorize a budget for fiscal years 2014 and 2015, eliminate $63 billion in sequester cuts that were coming, and lower the deficit by $23 billion. The spending increase above the levels in the Budget Control Act of 2011 are offset in this deal by levying fees (NOT taxes), by assuming Medicare reimbursement limits will extend for an additional two years and by changing some pension rules for federal workers.

The compromise provides discretionary spending in fiscal 2014 of $1.012 trillion, $44.8 billion more than the $967.5 billion allowed under the 2011 Budget Control Act as it was amended earlier this year. The fiscal 2014 defense spending cap would be increased to $520.5 billion from $498.1 billion, and the nondefense cap would be increased to $491.8 billion from $469.4 billion.

The fee increases include aviation security fees, and higher premiums for the Pension Benefit Guarantee Corporation. Pension changes include higher employee contributions to federal pension for new federal workers and some changes to military pensions as well.

Segments of both parties are unhappy, with conservative Republicans believing that the legislation does not offer true reform and savings and Democrats upset about the lack of an extension for unemployment insurance. Republicans are expected to need Democratic votes to pass the bill in the House and Minority Leader Nancy Pelosi (D-CA) urged her caucus this morning to support this package and allow Congress to move onto other issues. Conservative GOP senators also plan to oppose the deal. Despite the opposition, the plan is expected to pass the House before this weekend and the Senate early next week.

Impact of Budget Deal on Transit New Starts

It is important to note that the budget deal also adopts a budget for fiscal 2015. This is a little remarked-upon, but very significant development. It raises the question of whether or not the President will submit a budget – as he has each year of his presidency – that assumes substantial new spending in key areas, such as transportation infrastructure. The fact that a congressional
budget resolution is already in place for fiscal 2015 does not mean the President can’t propose a budget that suggests spending more than allowed by the adopted budget. However, doing so would make his budget even more of a non-starter than it was in other years.

If the President decides NOT to propose spending well above the adopted budget, it may mean there will be little room in his budget to assume investments to public transportation projects not already under Full Funding Grant Agreement (FFGA). This could lead the Administration to either list potential new FFGA’s with no money attached to the list or to leave all non-FFGA projects off the list entirely. Even before this budget deal was announced, Administration leaders have been saying that it would be difficult to get into the President’s fiscal 2015 budget any projects for which funds had not already been proposed by the Administration in a previous budget.

**Appropriations for Fiscal 2014**

Because this deal is a budget resolution and NOT an appropriations measure, it does not require the President’s signature and does NOT set spending levels for individual programs. That will be done in the fiscal 2014 appropriations bills. With the current Continuing Resolution expiring on January 15, congressional staff will have a very busy holiday season working out the legislation that will actually appropriate funds. It is likely there will be an omnibus appropriation bill that will include full spending bills for those departments on which agreement can be found and continuing resolution-type language for those departments on which Congress can’t reach agreement for detailed funding bills.

**T&I Hearing – New Starts**

The House Highway and Transit Subcommittee held a hearing on Wednesday focused on the “Current and Future Needs on Federal Transit Administration’s (FTA’s) Capital Investment Grants.” Witnesses were:

- The Honorable Peter M. Rogoff, FTA Administrator
- The Honorable Gregory H. Hughes, Chairman, Board of Trustees, Utah Transit Authority
- Mr. Chris Bushell, Chief Infrastructure Officer, Chicago Transit Authority
- The Honorable Chris Coleman, Mayor, St. Paul, Minnesota
- Mr. Randal O’Toole, Senior Fellow, Cato Institute

Aside from Mr. O’Toole, the witnesses followed the lead of Administrator Rogoff and spoke of the need for a fully funded program to allow both new projects and Core Capacity (newly allowed by MAP-21) to proceed. Witnesses also touted the benefit of transit as a driver of regional economies.

The following information was provided to the subcommittee in a memo prepared by committee staff:

*MAP-21 authorized $1.907 billion in each FY 2013 and FY 2014 for the New Starts program. The total amount appropriated in FY 2013 was less than the authorized amount at approximately $1.855 billion, as a result of sequestration.*

*According to the U.S. Department of Transportation’s report on funding recommendations for FY 2014, as required by 49 U.S.C. 5309(o)(1), the FTA has existing, signed FFGAs to provide approximately $14 billion in funding for 17 projects. In addition, FTA has existing, signed SSGAs to provide approximately $94 million in funding for two projects. On top of these existing demands, the*
report shows 12 projects, which are currently in the project development and engineering phases, seeking approximately $8.7 billion in New Starts funding, and 14 Small Starts projects, which are currently in the project development phase, seeking approximately $680 million in funding.

Given these demands on program funding, projects that have completed the applicable requirements of the New Starts program may face delays in securing grant agreements or receiving their full grant amounts.

During his testimony, Rogoff talked about the 30 projects in the New Starts pipeline and the inability of the agency to fund any new projects in FY2013 due to limited budgets and sequestration cuts.

**FTA Issues Guidance on Corridor Preservation**

The FTA is accepting comments until January 10, 2014 on draft guidance addressing corridor preservation for future transit projects. MAP-21 amended Federal transit law by amending a previously existing provision such that FTA can now, under certain conditions, assist in the acquisition of right-of-way (ROW) for corridor preservation before the environmental review process for any transit project that eventually will use that ROW and permit corridor preservation with local funds, under certain conditions, for a transit project that could later receive FTA financial assistance. The draft guidance defines the form of ROW to which this MAP-21 provision applies and explains the conditions and requirements pertaining to its application. The draft guidance is available on FTA’s website.

**Deputy Secretary John Porcari Leaving DOT**

Deputy Secretary John Porcari announced that he is leaving the agency at the end of the month. Federal Highway Administrator Victor Mendez will become acting deputy secretary. Porcari plans to join Parsons Brinckerhoff as senior vice president and national director of strategic consulting.

Rumors abound of other changes in top leadership at the Department. Stay tuned.
EXECUTIVE COMMITTEE
JANUARY 10, 2014
ACTION REQUESTED – DISCUSSION/POSSIBLE ACTION

PROPOSED 2014 LEGISLATIVE PROGRAM

Introduction

Each year, the Executive Committee recommends a legislative program to the Board of Directors for the upcoming year. Consistent with past programs, the proposed 2014 Legislative Program (Attachment 1) includes policies and programs for federal and state legislation as well as local activities. The Executive Committee reviewed the draft program at its November 1 meeting, and recommended approval of the proposed program on December 6, 2013. On December 20, the Board of Directors discussed potential amendments to the 2014 Program, and the Board directed staff to return to the Executive Committee for consideration of the amendments proposed by Board members (discussed below).

Discussion

The SANDAG Legislative Program serves as a road map for Board members and staff to follow as legislation is introduced and activities occur during the federal and state legislative sessions. The program is organized into three sections that relate to the level of effort needed to support corresponding legislative activities: (1) Sponsor, (2) Support/Oppose, and (3) Monitor. Within each section, individual goals are assigned a priority level, ranging from highest priority to lower priority. The program also lists the Board position, position year, which Policy Advisory Committee is involved, and whether the goal includes federal, state, and/or local efforts.

Proposed 2014 Legislative Program

The Sponsor section includes seven items where SANDAG would be actively involved with sponsoring specific legislation, requests for funding, and/or policy changes. Proposed SANDAG priorities include working to implement the new federal surface transportation authorization known as Moving Ahead for Progress in the 21st Century, or MAP-21; pursuing resources, funding mechanisms, improvements to planning and implementation, and access to technical tools for the 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy and the Regional Comprehensive Plan (RCP); pursuing policy or legislative changes to enable the use of freeway shoulders as transit lanes; pursuing efforts that address border transportation infrastructure; and pursuing policy and/or legislative changes to streamline or reform California Environmental Quality Act (CEQA) for certain types of transportation projects.
The **Support/Oppose** section includes 16 goals that relate to the diverse SANDAG work program. Continuing efforts in this section focus on areas of transportation planning and funding; implementation of climate change plans and programs, including cap-and-trade; energy-related legislation, programs, and policies consistent with the Regional Energy Strategy; lowering the current two-thirds voter requirement for special purpose taxes, such as transportation and quality of life improvements; and funding opportunities and legislative efforts that maintain public safety.

Finally, the **Monitor** section includes four lower-priority goals related to monitoring proposals to limit eminent domain, monitoring public facility infrastructure funding proposals, and legislation regarding personnel and administrative matters. These have not changed from the 2013 Legislative Program.

**Potential Amendments**

At the December 20, 2013, Board meeting, a number of changes were proposed during Board discussion. The Board directed staff to return the Proposed 2014 Legislative Program to the Executive Committee for consideration of the potential amendments, which are summarized below.

1. **Consider adding the following language to Goal No. 2A: “higher pass-through maintenance/preservation funding”**

   Providing funding for transportation system maintenance and preservation is not inconsistent with Goal No. 2A. The goal could be amended to read: “Pursue resources and funding mechanisms consistent with financial strategies adopted in the RTP and RCP, including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and **higher pass-through maintenance/preservation funding.**”

2. **Consider revising the relative priorities of Goal Nos. 4A, 6A, and 11B**

   It was suggested that the following goals be changed from “High” to “Highest” priority:

   - **Goal No. 4A:** Pursue policy and/or legislative changes to enable the use of freeway shoulders as transit lanes on major corridors in the San Diego region;
   
   - **Goal No. 6A:** Pursue policy and/or legislative changes to streamline or reform the CEQA for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way; and

   - **Goal No. 11B:** Efforts to expand available methods of transportation project delivery, including design-build, design sequencing, construction manager/general contractor, and other alternative methods that expedite connectivity with state and federal systems.

   Staff has no objection to revising the priority of Goal Nos. 4A and 6A from “High” to “Highest.” With regard to Goal No. 4A, staff is working with local legislators to introduce legislation to allow for bus on shoulders projects throughout the San Diego region, similar to legislation passed last year that provided the authority for the Monterey-Salinas and Santa Cruz Metropolitan Transit Districts. Staff proposed Goal No. 6A as a new goal in the 2014 Legislative Program due to the increased interest and discussion by the Legislature.
surrounding CEQA reform. Both goals could be revisited at the end of the year depending on the outcomes of the 2014 state legislative session.

Staff recommends maintaining the current priority for Goal No. 11B due to successful legislation passed in 2013. SANDAG supported Assembly Bill 401 (Daly) (Chapter 586, Statutes of 2013) last year, which authorizes Caltrans to use design-build procurement for up to ten projects on state highways, and allows for unlimited authority for regional transportation projects on expressways not on the highway system until January 1, 2024. In addition, there is current design-build authority for public transit projects, and SANDAG also has authority to utilize the construction manager/general contractor project delivery method for public transit projects in the San Diego region.

3. Consider adding reform of the density bonus law and reform of the Regional Housing Needs Assessment process to the 2014 Legislative Program

Under Goal No. 1B, SANDAG supports legislation that provides incentives to jurisdictions that provide opportunities for more housing. Goal No. 13B enables SANDAG to pursue legislative and/or administrative reform of the Regional Housing Needs Assessment (RHNA) process and state housing element law. At the December 20 Board meeting, a recommendation was made to consider reform of the density bonus law, and another recommendation was made to consider reform of how affordable housing units are calculated/credited as part of the RHNA and housing element processes.

Prior to including potential changes as part of the 2014 Program, staff recommends referring these housing-related matters to the Regional Planning Committee for discussion. This could include seeking further technical input from the region’s planning directors through the Regional Planning Technical Working Group.

The Executive Committee is asked to discuss the potential amendments to the 2014 Legislative Program and make a recommendation to the Board of Directors.

Next Steps

Pending action by the Executive Committee, staff is scheduled to present the proposed 2014 Legislative Program to the Board of Directors on January 24, 2014.

KIM KAWADA
Chief Deputy Executive Director

Attachment: 1. Proposed 2014 Legislative Program

Key Staff Contact: Jaymie Bradford, (619) 699-1994, jaymie.bradford@sandag.org
## 2014 LEGISLATIVE PROGRAM

**Overarching Goal:** Pursue policy and legislative changes that enable SANDAG to better implement its adopted plans and programs.

### (A) SPONSOR

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<tr>
<td>1A</td>
<td>Work with federal, state, and local stakeholders to implement Moving Ahead for Progress in the 21st Century including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), active transportation, and tribal transportation planning. (2007, 2012)</td>
<td>Highest</td>
<td>Sponsor</td>
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<td>Federal/State</td>
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<td>2A</td>
<td>Pursue resources and funding mechanisms consistent with financial strategies adopted in the Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP), including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, and smart growth. (2012)</td>
<td>Highest</td>
<td>Sponsor</td>
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<td>3A</td>
<td>Expand access to resources and technical tools that will enable SANDAG to implement the 2050 RTP and its Sustainable Communities Strategy. (2009)</td>
<td>Highest</td>
<td>Sponsor</td>
<td></td>
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<td>4A</td>
<td>Pursue policy and/or legislative changes to enable the use of freeway shoulders as transit lanes on major corridors in the San Diego region. (2006)</td>
<td>High</td>
<td>Sponsor</td>
<td></td>
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<td>5A</td>
<td>Pursue efforts that address border transportation infrastructure needs consistent with the RTP, RCP, and California-Baja California Border Master Plan. (2012)</td>
<td>High</td>
<td>Sponsor</td>
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<td>Federal/State/Local</td>
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<tr>
<td>6A</td>
<td>Pursue policy and/or legislative changes to streamline or reform the California Environmental Quality Act (CEQA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way. (2013)</td>
<td>High</td>
<td>Sponsor</td>
<td></td>
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<td>7A</td>
<td>Pursue policy and/or legislative changes to improve the planning and implementation of the RTP/SCS, including modifying the required planning cycle for major updates of the RTP/SCS and clarifying the level of CEQA analysis required for the associated program environmental document. (2013)</td>
<td>High</td>
<td>Sponsor</td>
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**Legend** - T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
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<tr>
<th>NO.</th>
<th>GENERAL DESCRIPTION OF GOAL</th>
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<th>JURISDICTION</th>
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<tbody>
<tr>
<td>1B</td>
<td>Legislation that provides incentives to jurisdictions that provide opportunities for more housing, including affordable and transit-oriented developments, supports regional fair-share allocation of housing funds, and provides additional affordable housing funding with greater local/regional control. (2002)</td>
<td>Highest</td>
<td>Support</td>
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<td>2B</td>
<td>Support policies and/or legislation implementing climate change plans and programs including cap-and-trade that are consistent with the RCP and RTP. (2007)</td>
<td>Highest</td>
<td>Support</td>
<td></td>
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<td>3B</td>
<td>Support efforts to pursue public transit funding, including a Full Funding Grant Agreement for the Mid-Coast Corridor Transit Project and continued support for intercity rail. (2008, 2013)</td>
<td>Highest</td>
<td>Support</td>
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<tr>
<td>4B</td>
<td>Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems. (2005)</td>
<td>Highest</td>
<td>Support</td>
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<tr>
<td>5B</td>
<td>Efforts to pursue funding at both the state and federal levels to improve public safety and security in the San Diego region through Automated Regional Justice Information System operations and enhancements, regional transportation system improvements, and activities related to regional emergency preparedness, prevention, and response to catastrophic events. (2003, 2005, 2011)</td>
<td>Highest</td>
<td>Support</td>
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<td>6B</td>
<td>Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments. Pursue initiatives that balance the fiscal influence that sales tax revenues have upon local land use decisions. (2002)</td>
<td>Highest</td>
<td>Support</td>
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<td>7B</td>
<td>Lower the current two-thirds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote. (2002)</td>
<td>Highest</td>
<td>Support</td>
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<td>8B</td>
<td>Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues. (2002)</td>
<td>Higher</td>
<td>Support</td>
<td></td>
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<tr>
<td>9B</td>
<td>Mechanisms providing for the implementation of the RTP, including value pricing, managed lanes, high-occupancy toll lanes, the alleviation of current constraints on transponder technology, transit priority treatments, Transportation Demand Management, and other efforts that promote efficient use of highways and local roads. (2003)</td>
<td>Higher</td>
<td>Support</td>
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<tr>
<td>10B</td>
<td>Support energy-related legislation, programs, and policies that are consistent with the Regional Energy Strategy. (2002)</td>
<td>Higher</td>
<td>Support</td>
<td></td>
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### (B) SUPPORT/OPPOSE (continued)

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<td>11B</td>
<td>Efforts to expand available methods of transportation project delivery, including design-build, design sequencing, construction manager/general contractor, and other alternative methods that expedite connectivity with state and federal systems. (2005)</td>
<td>High</td>
<td>Support</td>
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<td>12B</td>
<td>Efforts to support funding opportunities and legislation that promote the implementation of effective and collaborative strategies and programs that maintain public safety and promote quality of life, including initiatives that address substance abuse and graffiti abatement, and reduce youth and gang violence. (2005, 2009)</td>
<td>High</td>
<td>Support</td>
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<td>14B</td>
<td>Support legislation and/or policies that promote governmental efficiencies and cost savings. (2009)</td>
<td>High</td>
<td>Support</td>
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<td>15B</td>
<td>Transit boards’ legislative programs where consistent with SANDAG Policy. (2002)</td>
<td>Lower</td>
<td>Support</td>
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### (C) MONITOR

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<th>JURISDICTION</th>
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<tr>
<td>1C</td>
<td>Proposals that limit the use of eminent domain for public infrastructure projects. (2005)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
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<td>2C</td>
<td>Legislation affecting solid waste, water supply, and storm water, support of funding opportunities to assist in these areas. (2003)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
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<tr>
<td>3C</td>
<td>Legislation relating to personnel matters, i.e., workers’ compensation, Public Employee Retirement System (PERS) benefits, and other labor related issues. (2003)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
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<tr>
<td>4C</td>
<td>Legislation requiring local agencies to implement new administrative compliance measures. (2005)</td>
<td>Lower</td>
<td>Monitor/Respond</td>
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REVIEW OF JANUARY 24, 2014, DRAFT BOARD BUSINESS AGENDA

ITEM # | RECOMMENDATION
--- | ---
+1. | APPROVAL OF MEETING MINUTES
1A. December 6, 2013, Board Policy Meeting Minutes
1B. December 20, 2013, Board Business Meeting Minutes

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

3. | ACTIONS FROM POLICY ADVISORY COMMITTEES (Kim Kawada)*
This item summarizes the actions taken by the Executive Committee on January 10, and the Transportation and Public Safety Committees on January 17, 2014. The Board of Directors is asked to ratify the actions of the Policy Advisory Committees.

CONSENT (4 through xx)

+4. | APPROVAL OF PROPOSED SOLICITATIONS AND CONTRACTS (Laura Coté)*
The Board of Directors is asked to review and approve the proposed solicitations and contract awards summarized in the attached reports:
A. Solicitations
B. Contract Awards
+5. EQUAL EMPLOYMENT OPPORTUNITY PROGRAM (Rachel Nycholat) INFORMATION

Federal regulations require that the agency maintain an Equal Employment Opportunity (EEO) Program as a condition of receipt of federal funds. The SANDAG administrative policies and procedures mandate equal employment opportunities in recruitment, hiring, and employment for both applicants and employees. In accordance with SANDAG Board Policy No. 007: Equal Employment Opportunity Program, this report summarizes employment results for 2013 as well as reviews EEO Program goals for the upcoming year.

+6. ANNUAL UPDATE ON THE ACTIVITIES OF CRIMINAL JUSTICE RESEARCH AND CLEARINGHOUSE (Cynthia Burke) INFORMATION

As part of the SANDAG Criminal Justice Clearinghouse, regional crime and arrest statistics as well as statistics related to drug use among the offender population are tracked on a regular basis. SANDAG has maintained these statistics since the late 1980s and remains the only regional source for up-to-date historical information. An overview and update of the activities and accomplishments of the Criminal Justice Research Unit and the Clearinghouse will be provided.

+7. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzdjian)* INFORMATION

In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

+8. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada) INFORMATION

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

+9.

REPORTS (10 through xx)

+10. SAN DIEGO REGIONAL PLUG-IN ELECTRIC VEHICLE READINESS PLAN (Lemon Grove Mayor Mary Sessom, Regional Planning Committee Chair; Anna Lowe) ACCEPT

The San Diego Regional Electric Vehicle Working Group (REVI) was formed through a California Energy Commission grant in March 2012. REVI has prepared the San Diego Regional Plug-In Electric Vehicle (PEV) Readiness Plan that addresses barriers to PEV infrastructure. The Board of Directors is asked to accept the PEV Readiness Plan in substantially the same form as attached to the report.
+11. PROPOSED FY 2014 PROGRAM BUDGET AMENDMENTS: REGIONAL BIKE EARLY ACTION PROJECTS (San Diego Interim Mayor Todd Gloria, Transportation Committee Chair; Chris Kluth)*

On September 27, 2013, the Board of Directors approved the Regional Bike Plan Early Action Program. The Transportation Committee recommends that the Board of Directors approve proposed budget amendments, which are intended to advance the implementation of various high priority regional bikeway projects.

+12. 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT No. 12 (San Diego Interim Mayor Todd Gloria, Transportation Committee Chair; Michelle Merino)*

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP). The 2012 RTIP is the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2013 to FY 2017. Amendment No. 12 is a regular quarterly formal amendment and reflects changes to projects as requested by member agencies. The Transportation Committee recommends the Board of Directors to adopt Resolution 2014-07, approving Amendment No. 12 to the 2012 RTIP.

+13. HEARING OF NECESSITY: ACQUISITION OF VARIOUS PARCELS LOCATED IN THE CITY OF SAN DIEGO FOR THE SORRENTO VALLEY DOUBLE TRACK PROJECT (Bruce Smith and Greg Rodriguez)

The Board of Directors is asked to: (1) receive public testimony; (2) adopt Resolution of Necessity No. 2014-08 by a two-thirds vote of all member agencies pertaining to a partial fee title acquisition on portions of assessor parcel number 310-080-32, owned by AGP Sorrento R&D Addition LP, and located at 11772 Sorrento Valley Road, San Diego, CA 92121; and (3) adopt Resolution of Necessity No. 2014-09 by a two-thirds vote of all member agencies pertaining to acquisition of permanent easements on portions of assessor parcel number 310-121-11 owned by SOVAL, LLC and located at 11230 Sorrento Valley Road, San Diego, CA 92121.

+14. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(A) - SANDAG EX REL. LEONID DUBIZHANSKY V. HMS CONSTRUCTION CO., INC. (CASE NO. 37-2012-00103107-CU-MC-CTL)

The Board of Directors will be briefed on the status of the referenced litigation regarding claims concerning the Orange Line Trolley Station Modification Project and the Green Line Trolley Station Modification Project.

15.

16. 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.
17. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, February 14, 2014, at 10 a.m. The next Board Business meeting is scheduled for Friday, February 28, 2014, 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
December 31, 2013

Jack Dale, Chair
San Diego Association of Governments
400 B Street, Suite 800
San Diego, CA 92101

Dear Jack:

I propose that SANDAG establish a Loren Nancarrow Environmental Award in his memory to be given annually to a local jurisdiction or agency which best exemplifies his passion and commitment to preserve and protect our environment.

While most may remember Loren as a reporter, weatherman and television personality, his passion for environmental issues, large and small, epitomized his life and persona. His dissemination and educational style in conveying the importance of using and protecting our environment in a sustainable manner was especially telling and beneficial with the young members of his audience.

As an agency, SANDAG leads by example in dealing with environmental issues associated with our transportation mission. Purchasing open space to mitigate new road construction, protecting that open space, sand replenishment, etc., the list of our good deeds is endless. That is why I believe it is critical to recognize the good work Loren carried out in this arena.

Thank you in advance for your support on this matter and for placing this item on our next or immediate future, Executive Committee agenda for discussion.

Respectfully,

Art Madrid
Mayor

cc: Executive Director and Members Executive Committee