Members

Ron Roberts, Chair
Chair, County of San Diego

Terry Sinnott, First Vice Chair
Deputy Mayor, City of Del Mar
(Representing North County Coastal)

Bill Wells
Mayor, City of El Cajon
(Representing East County)

Steve Vaus
Mayor, City of Poway
(Representing North County Inland)

Todd Gloria
Councilmember, City of San Diego

Ron Morrison
Mayor, City of National City
(Representing South County)

Alternates

Dianne Jacob
Vice Chair, County of San Diego

Jim Wood
Mayor, City of Oceanside
(Representing North County Coastal)

Mary Sessom
Mayor, City of Lemon Grove
(Representing East County)

Sam Abed
Mayor, City of Escondido
(Representing North County Inland)

Sherri Lightner
Council President, City of San Diego

Lorie Zapf
Councilmember, City of San Diego

Pamela Bensoussan
Councilmember, City of Chula Vista
(Representing South County)

Gary L. Gallegos
Executive Director, SANDAG

EXECUTIVE COMMITTEE AGENDA

Friday, October 14, 2016
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: BALLOT MEASURE

• LEGISLATIVE STATUS REPORT

PLEASE SILENCE ALL ELECTRONIC DEVICES 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  ·  sandag.org
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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, October 14, 2016

ITEM NO.  RECOMMENDATION

+1. APPROVAL OF MEETING MINUTES  APPROVE
The Executive Committee is asked to review and approve the minutes from its September 9, 2016, meeting.

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. REVIEW OF DRAFT BOARD AGENDAS (Kim Kawada)  APPROVE
The Executive Committee is asked to approve the draft agenda for the October 28, 2016, Board Business meeting. Staff also will provide a verbal update on the November 4, 2016, Board Policy meeting.

+4. PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: BALLOT MEASURE (Rob Rundle)  APPROVE
The Executive Committee is asked to approve an amendment to the FY 2017 Program Budget, transferring $500,000 from the Overall Work Program Contingency Reserve Fund to Work Element 32000.00, in order to ensure sufficient funding for payment to the County of San Diego for the cost of placing Measure A on the November 8, 2016, ballot.

+5. LEGISLATIVE STATUS REPORT (Victoria Stackwick, Robyn Wapner)  INFORMATION
Periodic status reports on legislative activities are provided to the Executive Committee throughout the year. This report provides a summary of the various federal and state activities.

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, November 4, 2016, at 8 a.m. (Please note, this meeting is scheduled for the first Friday at 8 a.m. due to the holiday schedule.)

8. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS

SEPTEMBER 9, 2016

Chair Ron Roberts (Chair, County of San Diego) called the meeting of the SANDAG Executive Committee to order at 9:01 a.m. The attendance sheet for the meeting is attached.

1. MEETING MINUTES (APPROVE)

Action: Upon a motion by Mayor Steve Vaus (North County Inland), and a second by Vice Chair Terry Sinnott (North County Coastal), the minutes of the July 8, 2016, Executive Committee meeting were approved, as amended. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Bill Wells (East County), Mayor Vaus, and Councilmember Todd Gloria (City of San Diego). No – None. Abstain – None. Absent – South County.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS (INFORMATION)

There were no public or member comments.

REPORTS

3. REVIEW OF DRAFT BOARD AGENDAS (APPROVE)

The Executive Committee was asked to approve the draft agendas for the September 23, 2016, Board Business meeting, and October 14, 2016, Board Policy meeting.

Kim Kawada, Chief Deputy Executive Director, presented the item.

Action: Upon a motion by Councilmember Gloria, and a second by Mayor Vaus, the Executive Committee approved the draft agenda for the September 23, 2016, Board Business meeting, as amended, and approved cancelling the October 14, 2016, Board Policy meeting. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Wells, Mayor Vaus, and Councilmember Gloria. No – None. Abstain – None. Absent – South County.

4. MEASURE A: THE SAN DIEGO COUNTY ROAD REPAIR, TRANSIT, TRAFFIC RELIEF, SAFETY, AND WATER QUALITY MEASURE: BUDGET UPDATE (INFORMATION)

On July 8, 2016, the Board of Directors adopted Regional Transportation Commission (RTC) Resolution No. RTC-2017-01, approving Measure A for inclusion on the November 8, 2016, ballot. The resolution also included a commitment to provide payment to the County of San Diego for the cost of placing the measure on the ballot.
Rob Rundle, Principal Manager, provided an update on the anticipated costs and next steps.

**Action**: This item was presented for information.

5. **MATTERS TO BE COMMUNICATED IN ACCORDANCE WITH AUDITING STANDARDS (INFORMATION)**

Leeanne Wallace, Finance Manager, introduced the item.

In accordance with the Statement of Auditing Standards 114, Dean Votava, Davis Farr LLP, communicated: (a) the auditor's responsibilities under generally accepted auditing standards; (b) an overview of the planned scope and timing of the audit; and (c) significant findings from the audit.

**Action**: This item was presented for information.

6. **LEGISLATIVE STATUS REPORT (INFORMATION)**

Periodic status reports on legislative activities are reported to the Executive Committee throughout the year.

Robyn Wapner, Senior Legislative Analyst, provided a summary of various state activities.

**Action**: This item was presented for information.

7. **CONTINUED PUBLIC COMMENTS**

Gary Gallegos, Executive Director, stated that SANDAG received a letter of request, which was provided to the members, from the Coronado San Diego Collaborative for Suicide Prevention for the Service Bureau to do a feasibility study on installation of a suicide net on the Coronado/San Diego Bridge.

8. **UPCOMING MEETINGS**

The next meeting of the Executive Committee is scheduled for Friday, October 14, 2016, at 9 a.m.

9. **ADJOURNMENT**

Chair Roberts adjourned the meeting at 9:38 a.m.
## CONFIRMED ATTENDANCE

**SANDAG EXECUTIVE COMMITTEE MEETING**  
**SEPTEMBER 9, 2016**

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>PRIMARY/ALTERNATE</th>
<th>ATTENDING</th>
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<tr>
<td>North County Inland</td>
<td>City of Poway</td>
<td>Steve Vaus</td>
<td>Primary</td>
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<tr>
<td></td>
<td>City of Escondido</td>
<td>Sam Abed</td>
<td>Alternate</td>
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</tr>
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<td>North County Coastal</td>
<td>City of Del Mar</td>
<td>Terry Sinnott, Vice Chair</td>
<td>Primary</td>
<td>Yes</td>
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<td></td>
<td>City of Oceanside</td>
<td>Jim Wood</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>South County</td>
<td>City of National City</td>
<td>Ron Morrison</td>
<td>Primary</td>
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<td></td>
<td>City of Chula Vista</td>
<td>Pamela Bensoussan</td>
<td>Alternate</td>
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<td>East County</td>
<td>City of El Cajon</td>
<td>Bill Wells</td>
<td>Primary</td>
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</tr>
<tr>
<td></td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>City of San Diego</td>
<td>____</td>
<td>Todd Gloria</td>
<td>Primary</td>
<td>Yes</td>
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<td></td>
<td>----</td>
<td>Sherri Lightner</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Lorie Zapf</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>----</td>
<td>Ron Roberts, Chair</td>
<td>Primary, Chair</td>
<td>Yes</td>
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<tr>
<td></td>
<td>----</td>
<td>Dianne Jacob</td>
<td>Alternate</td>
<td>No</td>
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## REVIEW OF THE OCTOBER 28, 2016, DRAFT BOARD BUSINESS AGENDA

<table>
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<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
</tr>
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<tbody>
<tr>
<td>+1.</td>
<td>APPROVAL OF MEETING MINUTES</td>
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<tr>
<td>+1A.</td>
<td>September 9, 2016, Board Policy Meeting Minutes</td>
</tr>
<tr>
<td>+1B.</td>
<td>September 23, 2016, Board Business Meeting Minutes</td>
</tr>
<tr>
<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
</tr>
<tr>
<td>3.</td>
<td>ACTIONS FROM POLICY ADVISORY COMMITTEES (Victoria Stackwick)</td>
</tr>
<tr>
<td>+3A.</td>
<td>This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors is asked to ratify these actions.</td>
</tr>
<tr>
<td>4.</td>
<td>APPROVAL OF PROPOSED SOLICITATIONS AND CONTRACT AWARDS (Laura Coté)</td>
</tr>
<tr>
<td>+4A.</td>
<td>The Board of Directors is asked to review and approve the proposed solicitations and contract awards summarized in the attached reports.</td>
</tr>
<tr>
<td>+4B.</td>
<td>Solicitations</td>
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<tr>
<td>+4C.</td>
<td>Contract Awards</td>
</tr>
<tr>
<td>5.</td>
<td>2017 BOARD OF DIRECTORS AND POLICY ADVISORY COMMITTEE ANNUAL MEETING CALENDAR (Victoria Stackwick)*</td>
</tr>
<tr>
<td>+5A.</td>
<td>The Board of Directors is asked to approve the calendar of meetings of the Board and Policy Advisory Committees for the upcoming year.</td>
</tr>
</tbody>
</table>
+6. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Victoria Stackwick)  

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 Business meeting.

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

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

REPORTS

+8. MILITARY WORKING GROUP STATUS REPORT (Coronado Councilmember Mike Woiwode, Regional Military Working Group Chair; Jane Clough)  

The San Diego Regional Military Working Group provides a collaborative forum for the various branches of the military, local jurisdictions, and SANDAG to address areas of mutual interest. Coronado Councilmember Mike Woiwode, Military Working Group Chair, will provide an update on the work accomplished to date and future tasks.

+9. TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE 2016 ANNUAL REPORT (Stewart Halpern, TransNet Independent Taxpayer Oversight Committee Chair)*  

Stewart Halpern, TransNet Independent Taxpayer Oversight Committee (ITOC) Chair, will provide the 2016 ITOC Annual Report, including the results of the fiscal and compliance audits.

10. 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.

11. UPCOMING MEETINGS  

The next Board Policy meeting is scheduled for Friday, November 4, 2016, at 9 a.m. The next Board Business meeting is scheduled for Friday, November 18, 2016, at 9 a.m. (Please note, these meetings are scheduled for the first and third Fridays, respectively, due to the holiday schedule.)

12. ADJOURNMENT

+ next to an agenda item indicates an attachment  
* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item
PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: BALLOT MEASURE

Introduction

At the September 9, 2016, Executive Committee meeting, staff presented an update on the estimated cost of placing The San Diego County Road Repair, Transit, Traffic Relief, Safety, and Water Quality Measure (Measure A) on the November 8, 2016, ballot.

Discussion

An updated estimate provided by the County of San Diego Registrar’s office indicates the cost to cover SANDAG’s share of the election for placing Measure A on the ballot will be approximately $600,000. In late October, the County Registrar will send an invoice for SANDAG’s estimated share of the election cost. Payment to the County will be held in a trust fund until after the election when the true cost is known. At that time, SANDAG will either receive a refund for any funds that were paid over the actual cost, or receive an invoice for the outstanding balance.

The FY 2017 Final Program Budget (Work Element 32000.00) includes $250,000 for ballot measure related expenses, which is not enough to cover the estimated amount owed to the County. The County’s estimate is preliminary; therefore, staff is requesting to amend Work Element 32000.00 by an additional $500,000 (Attachment 1) in the event that the true cost is higher than the preliminary estimate.

The Contingency Reserve Fund for the Overall Work Program (OWP) is proposed as the source of the additional funds. In accordance with Board Policy No. 30: Contingency Reserve Policy, this is an appropriate funding source for the proposed budget amendment, as contingency reserve funds may be used for one-time, non-recurring purposes and for circumstances that represent an opportunity to advance urgent, high-priority needs, and/or an unanticipated need related to a crucial existing commitment. The projected FY 2017 uncommitted balance in the SANDAG Contingency Reserve Fund for the OWP is $8.55 million (this assumes previously approved uses of contingency reserve funds). Pending approval of the proposed budget amendment, the projected remaining balance for the Contingency Reserve Fund at year end would be $8.05 million. This projected balance represents

Recommendation

The Executive Committee is asked to approve an amendment to the FY 2017 Program Budget, transferring $500,000 from the Overall Work Program Contingency Reserve Fund to Work Element 32000.00 in order to ensure sufficient funding for payment to the County of San Diego for the cost of placing Measure A on the November 8, 2016, ballot, in substantially the same form as shown in Attachment 1.
18 percent of the FY 2017 OWP budget, exceeding the 10 percent minimum requirement as set forth in Board Policy No. 30.

**Next Steps**

Pending approval by the Executive Committee, funds would be transferred into the budget and would be paid to the County upon receipt of the invoice. When the actual cost is reconciled, any remaining funds would be returned to the Contingency Reserve Fund.

CHARLES “MUGGS” STOLL  
Director of Land Use and Transportation Planning

Attachment: 1. Proposed Budget Amendment for Work Element 32000.00

Key Staff Contact: Rob Rundle, (619) 699-6949; rob.rundle@sandag.org
WORK ELEMENT: 32000.00 Regional Quality of Life Funding Strategies  
FY 2017 BUDGET: $739,211 $1,239,211  
AREA OF EMPHASIS: Sustainable Development: Planning and Funding Strategies  

Amendment Title: Election expenses owed to County of San Diego Registrar

<table>
<thead>
<tr>
<th>Funds Source</th>
<th>FY 2017</th>
<th>Total</th>
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<tbody>
<tr>
<td>FTA (5307) Transit Planning</td>
<td>$50,000</td>
<td>$50,000</td>
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<tr>
<td>TransNet Administration (1%)</td>
<td>$325,864</td>
<td>$325,864</td>
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<td>TDA Planning/Administration - Carryover from Previous Year</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>SANDAG Member Assessments</td>
<td>$51,628</td>
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<td>SANDAG Contingency Reserve Fund</td>
<td>$150,000</td>
<td>$650,000</td>
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<td>TDA Planning/Administration</td>
<td>$161,719</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$739,211 $1,239,211</strong></td>
<td><strong>$739,211 $1,239,211</strong></td>
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<th>Funds Application</th>
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<td>Salaries, Benefits, Indirect</td>
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<td>$489,211</td>
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<td>Contracted Services</td>
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<td>Pass Through to Other Agencies</td>
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<tr>
<td>Employee Benefits</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$739,211 $1,239,211</strong></td>
<td><strong>$739,211 $1,239,211</strong></td>
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</table>

OBJECTIVE

The objective of this work element is to develop and implement a funding measure to meet regional needs for habitat conservation plans, water quality improvements, and transportation enhancements to implement San Diego Forward: The Regional Plan (Regional Plan) or other funding priorities directed by the Board of Directors. Emphasis in FY 2017 will be on implementing an outreach and education program to inform the public about projects in the Regional Plan, the existing TransNet measures, and potential new regional funding measure.
PREVIOUS ACCOMPLISHMENTS
In FY 2016, staff presented survey information to the Board of Directors and has received feedback about a potential funding measure. The Board of Directors requested a draft expenditure plan be developed and discussed at their annual retreat, leading to a decision on whether to place a funding measure on the November 2016 ballot. Prior to this year, several efforts have taken place, including multiple voter surveys that were developed using a Quality of Life Steering Committee and a Quality of Life Stakeholders Working Group.

Project Manager: Rundle, Rob
Committee(s): Regional Planning Committee, Transportation Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY2017

<table>
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<tr>
<th>Task No.</th>
<th>% of Effort</th>
<th>Task Description</th>
<th>Product</th>
<th>Completion Date</th>
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<tr>
<td>1</td>
<td>20</td>
<td>Task Description: Staff and prepare agendas and supporting materials</td>
<td>Meeting agendas and meeting summaries</td>
<td>6/30/2017</td>
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<tr>
<td>2</td>
<td>50</td>
<td>Task Description: Implement regional education and outreach effort (includes outside services)</td>
<td>Public involvement/education materials and outreach planning</td>
<td>6/30/2017</td>
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<tr>
<td>3</td>
<td>50</td>
<td>Task Description: Placement of funding measure on November 2016 countywide ballot</td>
<td>Funding measure on ballot for voter consideration</td>
<td>6/30/2017</td>
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<tr>
<td>4</td>
<td>25</td>
<td>Task Description: Conduct update to public opinion/information survey to gauge interest from the public in regional infrastructure</td>
<td>Quality of Life public information survey</td>
<td>6/30/2017</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>Task Description: Participate in regional planning efforts to ensure SANDAG is tracking various efforts in the region being led by other agencies/organizations</td>
<td>Reports and memos, as needed</td>
<td>6/30/2017</td>
</tr>
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FUTURE ACTIVITIES
SANDAG may continue to assess the feasibility of funding opportunities and continue research and public outreach efforts to better understand the public's desire to pay for regional investments, depending on the outcome of the funding measure on the November 2016 ballot.

Amendment Explanation: SANDAG is required to pay its share of the election cost to place Measure A on the November 8, 2016, ballot. The estimated cost is $600,000. Funding for this effort is proposed to be taken from the SANDAG Contingency Reserve Fund.
EXECUTIVE COMMITTEE
OCTOBER 14, 2016

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, LLC on state legislative activity, and from Peyser Associates LLC on federal legislative activity related to SANDAG for the month of September. In addition, this report provides an update on the state cap and trade programs and related disadvantaged community developments.

Discussion

State Cap and Trade Programs

On September 14, 2016, Governor Brown signed a package of bills that expends $900 million of the remaining unallocated state cap and trade funds for FY 2016-2017, while reserving approximately $462 million for appropriation in future years. Of this amount, $140 million was provided to the Office of Planning and Research for the Strategic Growth Council (SGC) for implementation of a new Transformative Climate Community (TCC) Program. The TCC Program will be a competitive grant program administered by the SGC for greenhouse gas emission reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities.

On September 23, the SGC released a Notice of Proposed Rulemaking to adopt regulations related to TCC Program funding. In particular, the SGC is proposing that TCC Program funds be limited to the cities of Los Angeles, Fresno, and a third location; with a minimum of half of the funds distributed to Fresno and a minimum of one fourth distributed to Los Angeles. Additional information regarding the TCC Program and Proposed Rulemaking can be found here: http://sgc.ca.gov/Grant-Programs/TCC-Program.html

State-Designated Disadvantaged Communities

State law includes specific thresholds for the expenditure of cap and trade funds in disadvantaged communities. Senate Bill 535 (SB 535) (De Leon, 2012) directs the California Environmental Protection Agency (CalEPA) to identify disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria. In order to accomplish this, CalEPA utilizes the California Communities Environmental Health Screening Tool (CalEnviroScreen) to map out environmental, health, and socioeconomic data at a census-tract level across the state. On October 1, 2014, CalEPA released CalEnviroScreen 2.0, which currently is being used to guide cap and trade investments. Attachment 3 shows the census tracts designated as disadvantaged communities in San Diego County under this version.
CalEnviroScreen 2.0 does not include comprehensive data sources outside of the United States; therefore, several census tracts with significant pollution burdens near the California–Mexico border are not accurately represented under the current model.

CalEPA released a draft of CalEnviroScreen 3.0 on September 6, 2016 (Attachment 4). SANDAG, in coordination with the San Diego legislative delegation, worked with CalEPA to facilitate the collection of pollution-related information near the California–Mexico border for inclusion in this version of the tool. For example, certain facilities that release toxic chemicals in Mexico near the border have been incorporated into the Toxic Releases indicator. Likewise, air monitoring data from two new air monitoring stations near the border has been factored into the ozone and Particulate Matter 2.5 indicators. In general, it appears the inclusion of pollution-related data from Mexico impacted the scores of several census tracts along the border. In addition, the proposed CalEnviroScreen 3.0 tool incorporates new factors on cardiovascular disease and rent-adjusted income.

CalEnviroScreen 3.0 currently identifies 34 San Diego region census tracts in the top 25 percent of the state’s most disadvantaged communities, compared to the 26 included in CalEnviroScreen 2.0. The additional tracts primarily are located near the Port of San Diego and San Ysidro Port of Entry. Overall, the total population included in the top 25 percent of the state’s most disadvantaged communities increased by 30 percent in San Diego to 150,000 residents in the draft CalEnviroScreen 3.0. Attachment 5 shows a comparison between CalEnviroScreen 2.0 and 3.0 for the San Diego region based on the top 25 percent threshold.

SANDAG will continue to work with the San Diego legislative delegation and community stakeholders to ensure that CalEnviroScreen 3.0 provides an accurate representation of San Diego’s communities. In particular, it appears data from Veterans Administration and military hospitals is not included in the calculation of Asthma and Heart Attack prevalence; nor are hospital visits across the border taken into account.

Additional information on CalEnviroScreen is available at: http://oehha.ca.gov/calenviroscreen. Public comments on the draft CalEnviroScreen 3.0 tool will be accepted by CalEPA through October 21, 2016.

Related Legislation

Current law requires that 25 percent of cap and trade funds support projects that benefit state-designated disadvantaged communities, with 10 percent spent directly in those communities. Governor Brown recently signed Assembly Bill 1550 (AB 1550) into law which would modify these requirements starting January 1, 2017. Introduced by Assemblymember Jimmy Gomez (D - Los Angeles), AB 1550 requires that (1) a minimum of 25 percent of the funds go to projects located within, and benefitting individuals living in, state-designated disadvantaged communities; (2) an additional minimum of 5 percent go to projects that benefit low-income households or to projects located within, and benefitting individuals living in, low-income communities; and (3) an additional minimum of 5 percent go either to projects that benefit low-income households that are outside of, but within a half mile of disadvantaged communities, or to projects located within the boundaries of, and benefitting individuals living in, low-income communities that are outside of but within a half mile of disadvantaged communities.

Attachment 6 illustrates the disadvantaged communities, low-income households, and low-income communities in San Diego County, as defined by AB 1550.
Governor Brown also signed Senate Bill 1000 (SB 1000) (Leyva) into law, which relates to state-designated disadvantaged communities and general plan elements. In particular, SB 1000 adds to the mandated list of required general plan elements an environmental justice element that identifies disadvantaged communities, if the city, county, or city and county has a disadvantaged community. The bill also requires the environmental justice element to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities, identify objectives and policies to promote civil engagement in the public decision-making process, and identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities. The bill requires the environmental justice element to be adopted or reviewed upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018.

VICTORIA STACKWICK
Principal Government Relations Analyst

Attachments:  
1. Report from Ellison Wilson Advocacy  
2. Report from Peyser and Associates  
3. CalEnviroScreen Version 2.0 Results – San Diego County  
4. Draft CalEnviroScreen Version 3.0 Results - San Diego County  
5. CalEnviroScreen Versions 2.0 & 3.0 Disadvantaged Communities – San Diego County  
6. AB 1550: San Diego County Low Income Communities and Low Income Population

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Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org
TO: SANDAG BOARD OF DIRECTORS  
FROM: ELLISON WILSON ADVOCACY, LLC  
SUBJECT: SANDAG LEGISLATIVE ACTIVITY REPORT – SEPTEMBER 2016

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LEGALISATIVE UPDATE

2016 Legislative Overview
The Legislature adjourned for the Final Recess of the 2015-2016 Legislative Session on August 31, therefore all bills had to be passed by each house prior to the end of that day (Joint Rule 61(b) (17)). September 30 was the last day for the Governor to sign or veto bills that have been passed by the Legislature this session (CA Constitution, Art. IV, Sec. 10(b)(2)). The 2017-2018 Legislative Session will convene on December 5.

SANDAG-supported Bills Presented to the Governor
SANDAG was in support of Assembly Bill 2170 (AB 2170) by Assembly Member Jim Frazier, which would require that federal funding for freight-related infrastructure projects apportioned to California from the Fixing America’s Surface Transportation Act be deposited into the Trade Corridor Improvement Fund. On August 31, the bill passed out of the Legislature. On September 28, the Governor vetoed AB 2170 with the following veto message:

I am returning Assembly Bill 2170 without my signature. This bill allocates federal funds through the California Transportation Commission to improve trade corridors in the state. Unfortunately, the bill does not include key amendments agreed to by the author to ensure urgent state priorities are addressed, including improvements to California's border with Mexico and important rail safety projects. I direct the Transportation Agency to work with the Commission and the author to ensure these funds are allocated to high-priority trade projects as soon as practicable.

SANDAG was in support of Assembly Bill 1500 (AB 1500) by Speaker Emeritus Toni Atkins, which as amended on June 21, would authorize the California Transportation Commission to relinquish to the cities of Imperial Beach and San Diego portions of Route 75 under certain conditions. AB 1500 was unanimously passed off the Senate Floor, 38-0, on August 16 and off the Assembly Floor, 78-0, on August 22. On September 21, the Governor signed AB 1500 and it will go into effect on January 1, 2017.
SANDAG was in support of Assembly Bill 1889 (AB 1889) by Assembly Member Mullin, which would allow for the expenditure of Proposition 1A bond funds for “bookend” investments once a funding plan has been submitted that indicates the project would enable high-speed trains to operate either immediately or after additional planned investments are made. These investments would benefit Metrolink and Pacific Surfliner services that serve San Diego. AB 1889 was passed by the Legislature on August 31. On September 28, the Governor signed AB 1889 and it will go into effect on January 1, 2017.

**ACTIVITY REPORT**

9/2: Responded to SANDAG staff’s inquiry regarding letters to the Governor on AB 1500.
9/8: Provided update to SANDAG staff on Governor’s action on Senate Bill 32 (Pavley) and Assembly Bill 197 (Garcia).
9/14: Met with Senate Transportation and Housing Principal Consultant on SANDAG-related matters; provided update to SANDAG staff on Governor’s action on Cap and Trade bill package, including Assembly Bill 1613 (Budget), Senate Bill 859 (Budget), Assembly Bill 1550 (Gomez), and Assembly Bill 2722 (Burke).
9/15: Reviewed media report on San Diego trolley extension; provided subsequent update to SANDAG staff.
9/19: Met with Senate Transportation and Housing Principal Consultant and SANDAG staff on SANDAG-related matters.
9/22: Provided update to SANDAG staff on Governor’s action on AB 1500.
9/28: Provided update to SANDAG staff on Governor’s action on AB 2170, AB 1889, and Assembly Bill 2765 (Weber), as well as upcoming hearing by the Assembly Select Committee on Regional Transportation and Interconnectivity Solutions.
9/29: Provided update to SANDAG staff on Governor’s action on Assembly Bill 626 (Chiu).
September 2, 2016

Congress Set to Return – Continuing Resolution on the September Agenda

Congress returns from its lengthy summer recess with a relatively modest agenda. The two most prominent items on the agenda are emergency funding to combat the Zika virus and the continuing resolution (CR) to keep the government running after September 30.

With regard to the CR, there are key issues to be dealt with in two categories, including how long will it last and what “anomalies” will be included? Anomalies are anything that differs from a straight extension of current spending levels.

Paul Ryan (R-WI) has indicated a preference for a CR lasting into early December. This duration would allow the appropriations committees adequate time to assemble an omnibus appropriations measure that could be approved before Congress adjourns for the year. Adjournment now is scheduled for December 16. There is controversy within the Republican caucus on this issue, however. House Majority Whip Steve Scalise (R-LA) has floated an alternative to Ryan’s approach which would call for a CR lasting until February or March. Scalise is reacting to the perceived desire of the 30+ member House Freedom Caucus not to be forced into voting on a massive last-minute spending bill in December.

The Freedom Caucus will meet on September 6 to reach a consensus on the length of the CR. If they come down on the side of a CR into next year, Speaker Ryan would need to get votes from the Democratic side to pass something shorter. Doing so could anger the Freedom Caucus and potentially stir up opposition to Speaker Ryan’s re-election as Speaker by the new Congress in January. The full House Republican caucus will meet on September 7 to discuss this.

On the Senate side, Minority Leader Harry Reid (D-NV) said this week a CR should not extend into next year. It is unclear if the majority of his Democratic colleagues with their soon-to-retire leader.

On the issue of anomalies, there are very few key players who do not want some changes from a “clean” CR. President Obama opened the bidding this week when he sent to the Hill a list of the anomalies he would like to see included in a CR. The Administration’s list included more than 70 items. The only one relating to transportation is language to make the appropriation of funds to Amtrak conform to the new accounting structure imposed on Amtrak by the Fixing America’s Surface Transportation (FAST) Act.

Amtrak Gains $2.45 Billion Railroad Rehabilitation and Improvement Financing Loan for Acela Fleet Replacement

Vice President Joe Biden announced the award of a $2.45 billion Railroad Rehabilitation and Improvement Financing (RRIF) loan to Amtrak to purchase a fleet of 28 new Acela trainsets for use on the Northeast Corridor. The loan is the largest ever approved from the RRIF program.
The new trains will allow Amtrak to increase the seats it offers for its premium Northeast Corridor service by 40 percent. During peak hours, service between New York and Washington would run every half hour – as opposed to the current hourly service. Service between New York and Boston would continue on an hourly basis. Additional revenue resulting from the added service is pledged to repay the loan.

With this loan, the total of all RRIF loans to date is $5.1 billion. That leaves $32.9 billion in authority still available from the program.

**Federal Transit Administration Issues Buy America Rule and Waivers**

The Federal Transit Administration (FTA) today issued final guidance on the implementation of the increased domestic content required by the FAST Act for rolling stock purchased with federal funds. The FAST Act requires domestic content to increase from the current 60 percent to 70 percent in two phases by 2020.

In the same notice, the FTA also issued blanket policy waivers to cover procurements entered into by October 1, 2015. Any rolling stock purchased under contracts signed by that date will not have to comply with the new requirements – regardless of when it will be delivered.

**September 9, 2016**

**Federal Transit Administration Announces $211 Million in Bus Grants**

The FTA announced awards from the Bus and Bus Facilities Discretionary Grant program authorized in the FAST Act. In all, the U.S. Department of Transportation awarded $211 million to 67 projects.

- $71.5 million (33%) went to bus facilities (i.e., maintenance bases, intermodal stations, refueling facilities, etc.)
- $58.9 million (28%) went to alternative fuel bus purchases – compressed natural gas or hybrid/electric.
- $80.6 million (38%) went to conventionally fueled vehicles

Here are percentage shares from the discretionary bus program versus shares from the formula bus program for several states:

<table>
<thead>
<tr>
<th>State</th>
<th>Share of Disc.</th>
<th>Share of Formula</th>
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<tbody>
<tr>
<td>California</td>
<td>23%</td>
<td>14.8%</td>
</tr>
<tr>
<td>New York</td>
<td>2%</td>
<td>7.5%</td>
</tr>
<tr>
<td>Oregon</td>
<td>.15%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Texas</td>
<td>10.5%</td>
<td>6.4%</td>
</tr>
<tr>
<td>Washington</td>
<td>4.9%</td>
<td>3.1%</td>
</tr>
</tbody>
</table>

When you add together the funds allocated from this program for alternative fuel buses and the $55 million allocated earlier this summer for Lo-No emissions vehicles, alternative fuel vehicles will get $33 million more from the federal discretionary bus programs this year than conventionally-fueled vehicles.
**Senate Moves to Take Initiative on Continuing Resolution**

After giving the House Republican leadership a few days to see if it could come to a resolution on how to advance a CR to keep the government running after September 30, Senate leadership appears ready to move on a CR that would extend until December 9 and possibly include Zika money.

The struggles in the House Republican caucus over the length of the CR have pitted the 30+ member Freedom Caucus against Speaker Ryan and more mainstream Republican members. The Freedom Caucus prefers a CR lasting into March because it does not want to be railroaded into accepting a mammoth omnibus spending bill during crunch time at the end of the session. Leadership wants to give appropriators the chance to work out full-year appropriations bills before the end of the year. The Republican caucus met and failed to come to agreement on how to proceed.

Meanwhile, the Senate leadership now is preparing to put on the floor a CR lasting until December 9 coupled with emergency Zika funding. According to a number of reports, the Senate is considering passing that measure immediately before recessing until after the election. Current thinking is they would do this earlier than the currently planned September 30 recess, shortening an already brief post-summer recess session.

The Senate approach would give the House an “all or nothing” choice to either pass the measure or risk a government shutdown.

**September 16, 2016**

**Continuing Appropriation Slated for Approval Next Week**

House and Senate Republican leaders appear to have agreed on a strategy for approving a CR for FY 2017 spending and recessing for the election next week – one week ahead of the original schedule.

Some key details of the CR still are being worked out. Emergency Zika funding is one of those details, and it appears the House will resolve a dispute over that by dropping its demand that Planned Parenthood be banned from receiving any funding for Zika diagnosis and treatment. Another key issue is disaster relief for the states of Louisiana and Texas to assist with recovery from summer storms. Finally, a seemingly unrelated issue revolving around a change in the organization that assigns internet domain names could become a sticking point. Senator Ted Cruz (R-TX) is threatening to bring the entire bill down over the current plan to switch responsibility for internet domain names from a U.S. government agency to a private sector organization. A compromise is being sought over the weekend.

At this juncture, it does appear likely the CR will pass and Congress will recess at the end of next week.
Federal Railroad Administration Announces Rail Safety Infrastructure Grants

The Federal Railroad Administration (FRA) announced the award of $25 million in FY 2016 grants from the new Rail Safety Infrastructure Grants program created in the FAST Act. The grants can fund upgrades to rail crossings, grade separations, improvements to rail infrastructure, and improvements to stations and intermodal facilities.

The FRA allocated 32 percent of the money ($8.028 million) to crossing improvements, with $5.64 million of that total going to New York State alone. California’s Peninsula Joint Powers Board received $1.06 million, making California the only other state to receive more than a million dollars for crossings.

Another 33 percent ($8.109 million) were awarded for station improvements, with the largest allocation being $2.69 million for the East Chicago, Indiana station. Union Station in Washington, DC received $2.35 million and SEPTA in Philadelphia received $1.6 million. The remainder of the funds was split between a rail overpass in Montana, track work in Massachusetts and two other states, and a rail yard in upstate New York.

September 23, 2016

Final Action on Continuing Resolution Pushed to Next Week

Senate Leadership failed to get agreement this week on a CR to keep the government running after September 30. There had been hope that the CR could be approved by the end of this week so Congress could go home early for the final push towards the election.

As the end of the week approached, Senate Majority Leader Mitch McConnell (R-KY) put forward a relatively clean CR through December 9. The only notable new appropriation in the bill is $500 million for Community Development Block Grants to be used to address the impacts of flooding in Louisiana.

Democrats are objecting to the bill because it does not include funding for Flint’s water crisis. They had hoped the flood aid and the Flint aid would move in tandem. Another Democratic objection is that the $1.1 billion in Zika funding in the bill is partially offset by $400 million in cuts elsewhere. Democrats say offsetting emergency funds is a bad precedent.

A cloture vote is scheduled for next Tuesday on the McConnell proposal. If the Democrats remain firm in their objections, the bill will not receive the 60 votes required for cloture. That will require adjustments and may revive talk of a potential government shutdown next weekend.

Key Senators Introduce Bipartisan Bill to Expand Transportation Security Administration Involvement in Surface Transportation

Bipartisan leadership of the Senate Commerce Committee introduced legislation that would significantly expand the Transportation Security Administration’s (TSA) involvement in security at surface transportation facilities. Committee Chair John Thune (R-SD) is the lead sponsor of S. 3379, the Surface Transportation and Maritime Security Act. Cosponsors include Ranking Minority Member Bill Nelson (D-FL); Senator Deb Fischer (R-NE), Chair of the Subcommittee on Surface
Transportation and Merchant Marine Infrastructure, Safety and Security; and Senator Cory Booker (D-NJ), Ranking Minority Member of that subcommittee.

The stated purpose of the legislation is to address “gaps in TSA’s approach to assessing security risks and help the agency better fulfill its role as a hub of analysis, planning and information.” The bill would do the following:

- Require TSA to prepare a risk analysis and implement a risk-based security model for surface transportation facilities
- Authorizes an initial 70 new canine teams to work in surface transportation “as soon as possible” with an increase up to 200 as TSA continues its assessment and planning for security
- Sets up a Surface Transportation Advisory Committee for stakeholder and members of the public to engage with TSA and comment on proposed policies and regulations
- Authorizes the TSA to run background checks on rail passengers at the request of Amtrak
- Allows grant funding to be used to improve passenger manifest data so rail passengers can be identified in case of emergency
- Requires TSA to conduct a study of security standards and practices in surface transportation and rail

It is unlikely this bill will receive any significant action before this Congress adjourns but given the bipartisan nature of its sponsorship, it is a good bet it will move early in the new Congress in 2017. If enacted as written, the bill is likely to create a significantly more extensive relationship between the federal government and the providers of transit and passenger rail services.

**Anticipation Grows Around Potential Infrastructure Funding in 2017**

With both presidential candidates supporting major infrastructure investment as a way to create well-paying jobs and make America more competitive globally, Washington-based groups in the infrastructure community are beginning to discuss how such new investment might be most effectively made.

The issue received added attention this week when the New York Times published a front page article pointing out that infrastructure investment may be the only issue on which the candidates agree. The article points out that Secretary Clinton has proposed a five-year $275 billion infrastructure investment plan and Donald Trump has said he would invest double that amount.

At the Annual Meeting of the American Public Transportation Association (APTA), it was clear that the opportunity to make a case for additional infrastructure investment is becoming a short-term priority for the transit industry and other parts of the infrastructure advocacy community. In Washington, a sampling of other stakeholders made it clear transit is not alone in beginning to think about how to deploy new investment.

APTA is encouraging its members to send in their ideas on how new federal funds could be used. This fall will see a lot of activity in this area with an eye towards impacting the presidential transition team’s thinking once it is up and running.
September 30, 2016

Continuing Resolution Passed -- Outlook for Appropriations Still Uncertain

The House and Senate on Wednesday passed a CR funding government agencies until December 9. Upon completing its work on the bill, Congress promptly adjourned until November 14.

Passage of the bill was anything but easy. The final dispute to be resolved was over aid to the city of Flint, Michigan to deal with its contaminated drinking water crisis. Democrats in the Senate spent most of the past two weeks blocking the CR because it did not include such assistance. The impasse was broken when House leaders agreed to include in the House version of the Water Resources Development Act (WRDA) a provision providing aid to Flint. This amendment to the pending bill was included over the public objection of House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA). Both the House and Senate have passed the WRDA bill and it will most likely be completed during the post-election session.

CR complete, congressional staff will turn its attention during the recess to resolving differences between the House and Senate on the 12 regular appropriations bills in hopes of positioning Congress to approve those bills before the end of the year.

The biggest substantive issue dividing Republicans and Democrats is over the Republican plan to use $18 billion in “emergency” war funds to support regular Defense Department operations. Democrats object to this maneuver as an effort to circumvent spending caps included in the 2013 budget deal. If those caps are to be lifted, they contend, domestic spending should share equally in the extra spending.

There also are procedural issues with which Members will have to deal. The House Republican leadership, at the urging of the Freedom Caucus, is saying it will not advance an omnibus measure including all 12 appropriations bills. They are willing to consider a group of “minibus” measures (i.e., a bill that packages three or four appropriations bills) instead. Speaker Ryan said he would rather pass a CR until next year than bring up an omnibus appropriations bill.

Senate leadership, on both sides of the aisle, is skeptical that there will be time to get through the “minibus” approach in the six weeks of session from November 14 until January 3. So the potential that the new president and new Congress will need to resolve spending issues for this year is still very much present.

Train Crash in New Jersey Bring Positive Train Control Deadline Back into Play

The fatal crash of a New Jersey transit train has brought renewed attention to Positive Train Control (PTC) and last year’s legislation to extend the deadline for its implementation. The National Transportation Safety Board investigation into the crash in Hoboken is in its infancy and there is no official confirmation that PTC would have prevented it. This has not stopped numerous observers from saying that it would have.

House Minority Leader Nancy Pelosi (D-CA) said the accident in New Jersey shows that Congress made a mistake in extending the PTC deadline. She called for the issue to be revisited next year.
As a practical matter, it is almost certainly too late to advance the deadline for PTC implementation. However, Pelosi’s call and the renewed media attention on the issue make it increasingly unlikely that further time extensions – as allowed by the FAST Act – will be granted by the next Administration.

Activity Report for SANDAG
September 2016
Peyser Associates LLC

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<tr>
<th>Date</th>
<th>Activity</th>
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<tbody>
<tr>
<td>9/2</td>
<td>Prepare transportation update and send to SANDAG and Metropolitan Transit System (MTS)</td>
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<td>9/9</td>
<td>Prepare transportation update and send to SANDAG and MTS</td>
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<tr>
<td>9/11</td>
<td>Attend APTA Legislative Committee meeting in Los Angeles</td>
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<tr>
<td>9/13</td>
<td>Attend signing of FFGA for Mid-Coast in San Diego; lunch with G. Gallegos, R. Roberts, V. Stackwick, P. Jablonski, S. Cooney with C. Flowers (FTA), L. Rogers (FTA), et. al.</td>
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<td>9/16</td>
<td>Prepare transportation update and send to SANDAG and MTS</td>
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<td>9/19</td>
<td>State Route-11/Otay Mesa East (SR-11/OME) Update Conference Call</td>
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<td>Prepare transportation update and send to SANDAG and MTS</td>
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<tr>
<td>9/23</td>
<td>Prepare transportation update and send to SANDAG and MTS</td>
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<td>9/26</td>
<td>Breakfast meeting with SANDAG regarding SR-11/OME work plan; dinner meeting with SANDAG leadership</td>
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<tr>
<td>9/27</td>
<td>Teleconference with SANDAG staff on invitations to Mid-Coast groundbreaking</td>
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CalEnviroScreen
Version 3.0 Results
October 2016

Highest Scores (91 - 100%)
81 - 90%
71 - 80%
61 - 70%
51 - 60%
41 - 50%
31 - 40%
21 - 30%
11 - 20%

Lowest Scores (Bottom 10%)
No Data

Source: CalEnviroScreen 3.0 Draft, September 2016
CalEnviroScreen
Versions 2.0 & 3.0
Disadvantaged Communities
October 2016

Disadvantaged Communities*
- CalEnviroScreen 2 Only
- CalEnviroScreen 3 Only
- CalEnviroScreen 2 and 3

*CalEnviro Statewide Percentile Range > 75 percentile (Top 25%)
Sources: CalEnviroScreen 2.0, October 2014
CalEnviroScreen 3.0 Draft, September 2016

MILES
0 3 6 9 12
KILOMETERS
0 4 8 12

15
Low Income Communities, Low Income Population, and Disadvantaged Communities
October 2016

- Disadvantaged Community*
- Low Income Community**
  1 dot = 50 low income households***

*CalEnviro 2.0 Statewide Percentile
Range = 75 percentile (Top 25%)
**Median Household Income < Department of Housing and Urban Development’s 2015 Low Income Limit for San Diego County ($66,100)
***Household Income < Department of Housing and Community Development’s 2015 Low Income Limit for San Diego County ($66,100)

Sources: SANDAG 2015 Annual Estimates, CalEnviroScreen 2.0, October 2014

SANDAG