



Executive Committee Agenda

Friday, July 8, 2022

8 a.m.

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Executive Committee meeting scheduled for Friday, July 8, 2022, will be conducted virtually in accordance with AB 361. Executive Committee members will participate in the meeting virtually, while practicing social distancing, from individual remote locations.

To participate via Zoom webinar, click the link to join the meeting:

<https://us06web.zoom.us/j/88028475873>

Webinar ID: 880 2847 5873

To participate via phone, dial a number based on your current location in the US:

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Members of the public may speak to Executive Committee on any item at the time the Executive Committee is considering the item. Public speakers are limited to three minutes or less per person. The Executive Committee may only take action on any item appearing on the agenda.

Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference July 8, 2022, Executive Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, July 7, 2022, will be provided to members prior to the meeting. If you desire to provide live verbal comment during the meeting, please join the Zoom meeting by computer or phone and use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those joining via a computer and by the last three digits of for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made via email or orally per the instructions above.



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请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

Vision Statement

Pursuing a brighter future for all.

Mission Statement

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Executive Committee

Friday, July 8, 2022

Item No.		Action
1.	<p data-bbox="269 310 1078 338">Public Comments/Communications/Member Comments</p> <p data-bbox="269 367 1149 716">Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Committee on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.</p>	
Consent		
+2.	<p data-bbox="269 842 683 909">Approval of Meeting Minutes <i>Francesca Webb, SANDAG</i></p> <p data-bbox="269 934 1084 999">The Executive Committee is asked to review and approve the minutes from its May 13, 2022, meeting.</p>	Approve
+3.	<p data-bbox="269 1050 716 1117">Review of Draft Board Agendas <i>Jack Christensen, SANDAG</i></p> <p data-bbox="269 1142 878 1207">+3A. Draft Board Agenda – July 22, 2022 +3B. Draft Board Agenda – September 9, 2022</p>	Approve
+4.	<p data-bbox="269 1257 980 1325">Updated Restructure of SANDAG Working Groups <i>Antoinette Meier, SANDAG</i></p> <p data-bbox="269 1350 1141 1478">The Executive Committee is asked to approve the updated committee structure and updated charters for the Shoreline Preservation, Social Services Transportation Advisory Council, and San Diego Regional Military Working Groups.</p>	Approve
Reports		
+5.	<p data-bbox="269 1610 922 1677">Legislative Status Report <i>Robyn Wapner and Hector Vanegas, SANDAG</i></p> <p data-bbox="269 1703 1130 1764">This report provides an update on SANDAG legislative and policy activities.</p>	Information

- +6. **Senate Bill 1105**
Victoria Stackwick, SANDAG
Supervisor Terra Lawson-Remer, Regional Equitable Housing
Subcommittee Chair

Discussion/
Possible Action

The Executive Committee is asked to discuss taking a position on SB 1105 (Hueso).

7. **Upcoming Meetings**

Please note, the Executive Committee meeting scheduled for Friday, August 5, 2022, will be cancelled. The next Executive Committee meeting will be Friday, September 9, 2022, at 8 a.m.

8. **Adjournment**

+ next to an agenda item indicates an attachment

July 8, 2022

May 13, 2022, Meeting Minutes

Chair Catherine Blakespear (North County Coastal) called the meeting of the Executive Committee to order at 8:02 a.m.

Action: **Approve**

The Executive Committee is asked to approve the minutes from its May 13, 2022, meeting.

1. Public Comments/Communications/ Member Comments

Kathryn Rhodes, member of the public, spoke regarding the Central Mobility Hub and airport connectivity.

Consent

2. Approval of Meeting Minutes (Approve)

The Executive Committee was asked to approve the minutes from its April 8, 2022, meeting. There were no public comments on this item.

3. Review of Draft Board Agendas (Approve)

The Executive Committee was asked to approve the draft May 27, 2022, and June 10, 2022, Board of Directors meeting agendas.

There were no public comments on this item.

Action: Upon a motion by Vice Chair Todd Gloria (City of San Diego) and a second by Mayor Racquel Vasquez (East County), the Executive Committee voted to approve Consent Item Nos. 2 and 3.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Alejandra Sotelo-Solis (South County), Supervisor Joel Anderson (County of San Diego), Mayor Vasquez, and Mayor Steve Vaus (North County Inland).

No: None.

Abstain: None.

Absent: None.

Reports

4. Proposed Final FY 2023 Program Budget (Recommend)

Chief Financial Officer Andre Douzjian, Director of Organization Effectiveness Melissa Coffelt, and Budget Program Manager Sandi Craig presented the item.

There were no public comments on this item.

Action: Upon a motion by Vice Chair Gloria and a second by Second Vice Chair Sotelo-Solis, the Executive Committee voted to recommend that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2022-12, adopting the Final FY 2023 Program Budget.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Supervisor Terra Lawson-Remer (County of San Diego), Mayor Vasquez, and Mayor Vaus.

No: None.

Abstain: None.

Absent: None.

5. Legislative Status Report (Approve)

Supervisor Lawson-Remer, Manager of Government Relations Anna Lowe, and Borders Program Manager Hector Vanegas presented an update on SANDAG legislative and policy activities.

Noah Harris, Climate Action Campaign, spoke in support of the item.

Action: Upon a motion by Vice Chair Gloria and a second by Chair Blakespear, the Executive Committee approved taking a support position on AB 1640 (Ward).

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Supervisor Lawson-Remer, Mayor Vasquez, and Mayor Vaus.

No: None.

Abstain: None.

Absent: None.

6. Upcoming Meetings

The next scheduled Executive Committee meeting is June 10, 2022, at 8 a.m.

7. Adjournment

Chair Blakespear adjourned the meeting at 8:45 a.m.

Confirmed Attendance at SANDAG Executive Committee Meeting

May 13, 2022

Jurisdiction	Name	Member/ Alternate	Attend
North County Inland	Steve Vaus	Primary	Yes
	Rebecca Jones	Alternate	Yes
North County Coastal	Catherine Blakespear, Chair	Primary	Yes
	Lesa Heebner	Alternate	Yes
South County	Alejandra Sotelo-Solis, Second Vice Chair	Primary	Yes
	Serge Dedina	Alternate	No
East County	Racquel Vasquez	Primary	Yes
	John Minto	Alternate	No
City of San Diego	Todd Gloria, Vice Chair	Primary	Yes
	Vivian Moreno	Alternate	No
	Marni von Wilpert	Alternate	No
County of San Diego	Terra Lawson-Remer	Primary	Yes
	Joel Anderson	Alternate	Yes

July 8, 2022

July 22, 2022, Draft Board of Directors Agenda

Item No.		Action
1.	Public Comments/Communications 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. Public speakers are limited to three minutes or less per person. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comments.	
2.	Chief Executive Officer's Report <i>Hasan Ikhata, SANDAG</i> Chief Executive Officer Hasan Ikhata will present an update on key programs, projects, and agency initiatives.	Discussion
Consent		
+3.	Approval of Meeting Minutes <i>Francesca Webb, SANDAG</i> The Board of Directors is asked to approve the minutes from its July 8, 2022, meeting.	Approve
+4.	Continuation of Teleconferenced Meetings <i>Melissa Coffelt, SANDAG</i> The Board of Directors is asked to adopt Regional Transportation Commission (RTC) Resolution No. RTC-2023-XX, ratifying state and local health emergency conditions due to COVID-19 and the need for continuation of teleconferenced public meetings to ensure the health and safety of attendees.	Adopt
+5.	Approval of Proposed Solicitations and Contract Awards <i>Kelly Mikhail, SANDAG</i> The Board of Directors is asked to approve the proposed solicitations and contract awards.	Approve

- | | | |
|------|---|-------------|
| +6. | <p>Policy Advisory Committee Actions
 <i>Francesca Webb, SANDAG</i></p> <p>The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.</p> | Approve |
| +7. | <p>Equal Employment Opportunity Program
 <i>Rachel Nycholat, SANDAG</i></p> <p>In accordance with SANDAG Board Policy No. 007, this report summarizes employment results for FY 2022 and reviews Equal Employment Opportunity Program goals for the upcoming year.</p> | Information |
| +8. | <p>Chief Executive Officer Delegated Actions*
 <i>Kim Monasi, SANDAG</i></p> <p>In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Chief Executive Officer since the last Board meeting.</p> | Information |
| +9. | <p>Meetings and Events Attended on Behalf of SANDAG
 <i>Francesca Webb, SANDAG</i></p> <p>This report summarizes external meetings and events attended by Board members on behalf of SANDAG.</p> | Information |
| +10. | <p>South Bay to Sorrento Comprehensive Multimodal Corridor Plan Draft Transportation Solution Strategies
 <i>Jennifer Williamson and Ramon Martinez, SANDAG</i></p> <p>This report provides an overview of the draft transportation solution strategies for the South Bay to Sorrento Comprehensive Multimodal Corridor Plan.</p> | Information |
| +11. | <p>Office of the Independent Performance Auditor Summary Status of Corrective Action Plans and Year-End Fraud, Waste, and Abuse for FY 2022
 <i>Mary Khoshmashrab, Office of the Independent Performance Auditor</i></p> <p>The Board of Directors is provided these reports as information.</p> | Information |
| +12. | <p>Office of the Independent Performance Auditor’s Peer Review Results as Required and in Accordance with Generally Accepted Government Auditing Standards and AB 805
 <i>Mary Khoshmashrab, Office of the Independent Performance Auditor</i></p> <p>In accordance with Generally Accepted Government Auditing Standards (GAGAS) which are required to be followed per AB 805, every three years a professional peer review is to be performed on the Office of the Independent Performance Auditor (OIPA). The review is to provide assurance to the SANDAG Board, Management, and the public, that the Independent Performance Auditor and the OIPA auditors are following GAGAS.</p> | Information |

Reports

- +13. **Performance Evaluation and Potential Compensation Adjustment of Independent Performance Auditor**
Councilmember David Zito, Audit Committee Chair
- Based upon Audit Committee's annual performance evaluation of the Independent Performance Auditor (IPA) as well as any recommendation of the Audit Committee regarding a compensation adjustment for the IPA, the Board of Directors is asked to consider whether to implement a compensation adjustment for the IPA.
- +14. **Office of the Independent Performance Auditor-Proposed FY 2023 Audit Plan**
Mary Khoshmashrab, Office of the Independent Performance Auditor
- The Board of Directors is asked to discuss the proposed audit plan and consider its approval.
- +15. **Central Mobility Hub Program: A Regional Transit Connection to the Airport - Concept Evaluation Study Update**
Ryan Kohut, SANDAG
- The Board of Directors will be asked to provide feedback on the concepts and methodology for the Airport Transit Connection Concept Evaluation Study.
- +16. **Regional Vision Zero Action Plan and Resolution**
Antoinette Meier and Samuel Sanford, SANDAG
- The Board of Directors is asked to adopt Resolution No. 2023-XX, supporting increased regional safety planning through development of a Regional Vision Zero Strategy and Action Plan and encouraging member agencies to adopt similar resolutions within their jurisdictions.
17. **Draft 2023 Regional Transportation Improvement Program, Including the Draft Air Quality Conformity Determination***
Richard Radcliffe, SANDAG
- The Transportation Committee recommends that the Board of Directors:
- 1) accept the draft 2023 Regional Transportation Improvement Program (RTIP), including its air quality conformity analysis and draft air quality conformity redetermination of the Revenue Constrained Regional Plan, for distribution for a 30-day public comment period; and
 - 2) schedule a public hearing regarding the draft 2023 RTIP for September 2, 2022.

18. Member Comments

Board members shall have the opportunity to provide information and announcements on any issue within the jurisdiction of SANDAG that is not on this agenda. Subjects of previous agenda items may not again be addressed under member comments.

19. Upcoming Meetings

Please note, the Board of Directors meetings scheduled for Friday, August 12, 2022, and Friday, August 26, 2022, will be cancelled. The next Board of Directors meeting will be Friday, September 9, 2022, at 9 a.m.

20. 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

July 8, 2022

September 9, 2022, Draft Board of Directors Agenda

Item No.		Action
+1.	<p>Continuation of Teleconferenced Meetings* <i>Melissa Coffelt, SANDAG</i></p> <p>The Board of Directors is asked to adopt Regional Transportation Commission (RTC) Resolution No. RTC-2023-XX, ratifying state and local health emergency conditions due to COVID-19 and the need for continuation of teleconferenced and hybrid public meetings to ensure the health and safety of attendees.</p>	Adopt
2.	<p>Public Comments/Communications</p> <p>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. Public speakers are limited to three minutes or less per person. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comments.</p>	
3.	<p>Chief Executive Officer's Report <i>Hasan Ikhata, SANDAG</i></p> <p>Chief Executive Officer Hasan Ikhata will present an update on key programs, projects, and agency initiatives.</p>	Discussion
Consent		
+4.	<p>Approval of Meeting Minutes <i>Francesca Webb, SANDAG</i></p> <p>The Board of Directors is asked to approve the minutes from its July 22, 2022, meeting.</p>	Approve
+5.	<p>Policy Advisory Committee Actions <i>Francesca Webb, SANDAG</i></p> <p>The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.</p>	Approve

+6. SB 1 State of Good Repair Program: North County Transit District Project List **Adopt**
Sue Alpert, SANDAG

The Board of Directors is asked to adopt:

- 1) Resolution No. 2023-XX, approving the North County Transit District project list and authorizing the submittal of the project listing to the FY 2022-2023 SB 1 State of Good Repair Program; and
- 2) Resolution No. 2023-XX approving the claim for the FY 2021-2022 SB 1 State of Good Repair Program for the North County Transit District.

+7. Quarterly Finance Report and Update on Financial Markets – Through June 2022* **Information**
Andre Douzdjian and Ray Major, SANDAG

This quarterly report provides various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.

Reports

+8. Update on SANDAG Equity Action Plan **Information**
Elizabeth Cox, SANDAG

Staff will present an update on work to develop the agency's Equity Action Plan; early actions to implement the SANDAG Commitment to Equity statement; and completion of the Language Assistance Plan.

+9. Update on 2021 Regional Plan Implementation **Information**
Antoinette Meier, SANDAG

Staff will present an update on implementation activities related to the 2021 Regional Plan.

+10. LOSSAN Rail Corridor Realignment Update **Information**
Danny Veeh, SANDAG

Staff will present an update on the LOSSAN Rail Corridor Realignment project.

11. Member Comments

Board members shall have the opportunity to provide information and announcements on any issue within the jurisdiction of SANDAG that is not on this agenda. Subjects of previous agenda items may not again be addressed under member comments.

12. Upcoming Meetings

The next Board of Directors meeting is scheduled for Friday, September 23, 2022, at 9 a.m.

13. 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

July 8, 2022

Updated Restructure of SANDAG Working Groups

Overview

On February 11, 2022, the Executive Committee approved a series of recommendations to create a more effective working group structure that better aligns with agency priorities and provides more meaningful input into the SANDAG decision making process. Over the last four months SANDAG staff have moved forward with implementing these changes that have resulted in additional recommendations.

Key Considerations

SANDAG most recently supported 23 different working groups that reported to a Policy Advisory Committee (PAC) or that provided technical input to staff. While many of these working groups were stood up for a specific objective, projects and priorities have changed over the years and these groups may not be serving the same purpose any longer. In addition, many working groups experience declining participation and inability to meet quorum; frequent meeting cancellations due to lack of agenda items; overlapping agenda items; and redundancy between groups.

To address these issues, the Executive Committee approved establishment of a standard committee structure, nomenclature, and clearly defined roles and responsibilities and consolidation of similar working groups into two new working groups—Mobility Working Group and Sustainable Communities Working Group. Technical taskforces can be formed by staff as needed to support working groups and staff with technical input on projects and initiatives.

To provide additional clarity, staff recommends including only those formal advisory bodies established by the Board of Directors or the PACs in the proposed committee structure. Those bodies meet on a regular basis as approved by the Board and follow the noticing and public participation requirements of the Ralph M. Brown Act. As such, the following staff-led bodies would be removed from the committee structure and continue to meet as technical taskforces: San Diego Region Conformity Working Group, COBRO, Interagency Technical Working Group on Tribal Transportation Issues, Automated Regional Justice Information System (ARJIS) Business Working Group, and ARJIS Technical Working Group. The updated committee structure with these changes is provided as Attachment 1. All other working groups that were established by prior Board or PAC action would be disbanded with approval of the proposed committee structure.

Action: **Approve**

The Executive Committee is asked to approve the updated committee structure and updated charters for the Shoreline Preservation, Social Services Transportation Advisory Council, and San Diego Regional Military Working Groups.

Fiscal Impact:

Each SANDAG working group meeting requires approximately 40 staff hours. The proposed restructuring will result in savings for the agency.

Schedule/Scope Impact:

The recommended changes would be implemented upon Executive Committee approval.

Also, after discussions with the Shoreline Preservation Working Group (SPWG) members and Office of General Counsel, staff is recommending that SPWG remain a formal Brown Act working group with an updated and revised charter (Attachment 2). In addition, minor changes to the Social Services Transportation Advisory Council and San Diego Regional Military Working Group Charters are recommended as shown in Attachments 3 and 4.

Next Steps

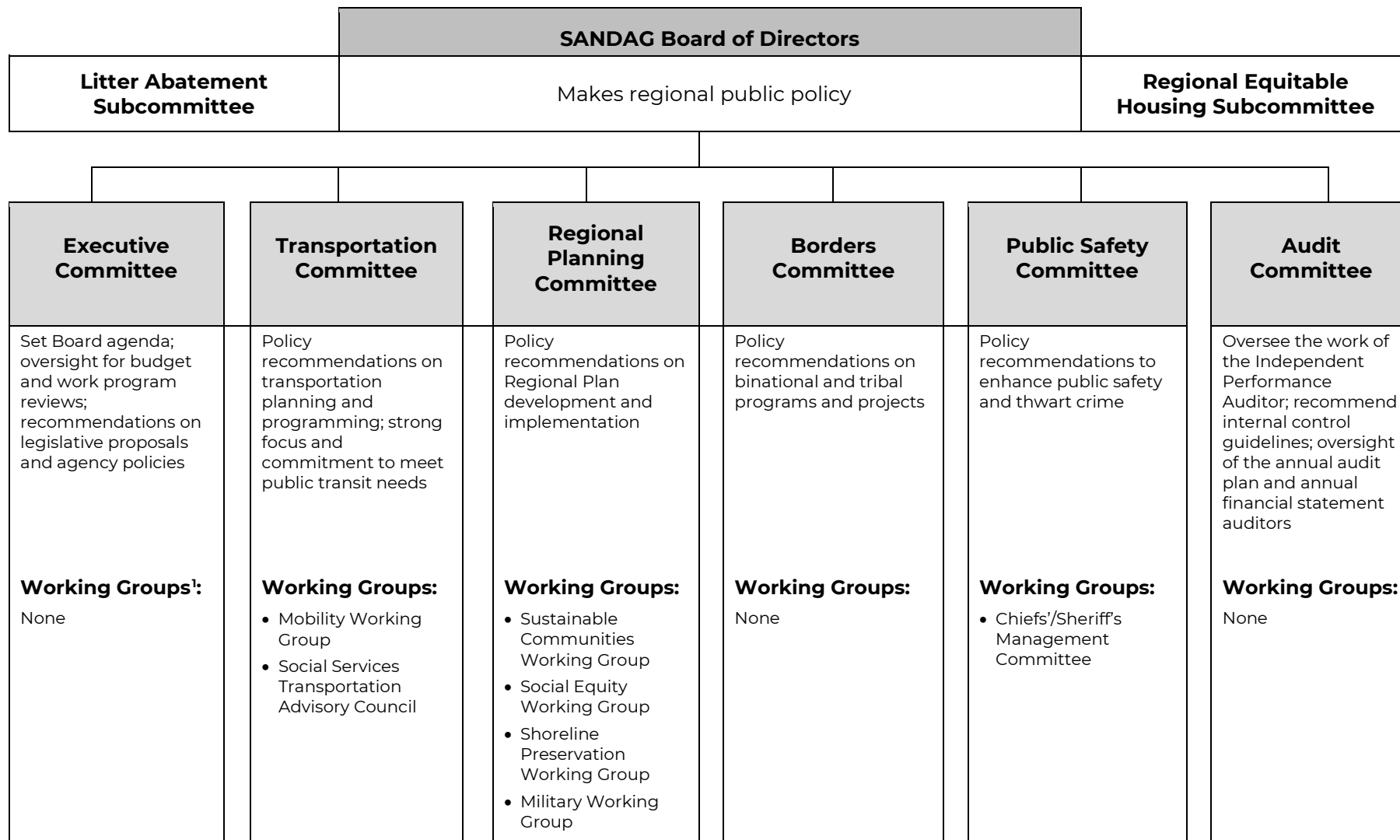
Pending Executive Committee approval, SANDAG will complete implementation of these recommendations.

Antoinette Meier, Senior Director, Regional Planning

Key Staff Contact: Keith Greer (619) 236-7258, keith.greer@sandag.org

- Attachments:
1. Updated Recommended Structure for SANDAG Committees and Working Groups
 2. Shoreline Preservation Working Group Charter
 3. Social Services Transportation Advisory Council Charter
 4. San Diego Regional Military Working Group Charter

Committee Structure



¹ Committees established by the SANDAG Board of Directors and Policy Advisory Committees are formal advisory bodies. They meet on a regular basis as approved by the Board and follow the Ralph M. Brown Act.



WORKING GROUP CHARTER

SHORELINE PRESERVATION WORKING GROUP

PURPOSE

The purpose of the Shoreline Preservation Working Group (SPWG) is to provide technical expertise, background knowledge and cross-agency coordination on regional shoreline issues with the goal to promote sand preservation on all beaches in the three littoral cells of the region and to promote best practices for adapting to sea level rise among the coastal and bay front cities.

RESPONSIBILITIES

The SPWG provides an institutional forum and structure for regional stakeholders to: (1) collaborate, coordinate and peer exchange solutions to address issues related to beach sand preservation and sea level adaptation strategies; (2) provide a regional collaboration among the coastal jurisdictions and stakeholders on coastal resilience policy and projects; (3) promote best practices and technical assistance that helps local jurisdictions align regional shoreline preservation strategies with local policies and programs; and (4) continue to support region's regional beach nourishment efforts and the Regional Coastal Shoreline Monitoring Program. The SPWG also provides SANDAG staff and the Regional Planning Committee (RPC) input and recommendations on preparation and implementation on the Sustainable Communities Strategy of the Regional Plan.

SPWG activities are identified through annual workplans developed by SANDAG in coordination with the SPWG.

LINE OF REPORTING

The SPWG will make recommendations to SANDAG staff and the Regional Planning Committee (RPC).

MEMBERSHIP

The SPWG has eleven voting members which include one voting representative from each of the bayfront and coastal cities, the County of San Diego, the San Diego Unified Port District and the U.S. Navy. In addition, the SPWG includes non-voting: (1) technical advisors from the California Coastal Commission, State Department of Fish and Wildlife, State Department of Parks and Recreation, State Lands Commission, National Marine Fisheries Service, the U.S. Army Corps of Engineers; and (2) community advisors from the Southern California Tribal Chairmen's Association, non-profit coastal advocacy group, environmental justice/climate equity community, lobster and fishing associations, and the Scripps Institution of Oceanography.

CHAIR

The Chair of the RPC will appoint a member of the SPWG representing one of the bayfront and coastal cities to serve as Chair of the SPWG for a period of one year. In the event that the Chair is unavailable to perform these duties, the SPWG coordinator shall act in place of the Chair.

MEETING FREQUENCY

The SPWG will meet every quarter or as needed. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

DURATION OF EXISTENCE

The SPWG will function on an on-going basis, subject to annual review by the SANDAG Executive Committee.



COMMITTEE/WORKING GROUP CHARTER
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
(SSTAC)

PURPOSE

The mission of the Social Services Transportation Advisory Council (SSTAC) is to review, recommend, and promote the development and use of accessible transportation services by:

- Promoting the coordination of transportation serving seniors, individuals with disabilities, and persons of limited means;
- Advising on transportation facilities' compliance with the requirements of the Americans with Disabilities Act (ADA), the Rehabilitation Act, and the building standards in Title 24 of the California Code of Regulations; and
- Advising on the accessibility and usability of transportation facilities beyond strict interpretation of regulations based on actual experience and knowledge.

LINE OF REPORTING

SSTAC reports to the SANDAG Transportation Committee, which in turn reports to the SANDAG Board of Directors.

RESPONSIBILITIES

SSTAC advises the SANDAG Board of Directors and its Transportation Committee regarding regional issues of accessible transportation provided by the public and private sector. These activities include the following:

1. Review and comment on accessible transportation issues for San Diego Forward: The Regional Plan and other relevant SANDAG plans and programs;
2. Review and comment on the key activities required for the development of the Coordinated Public-Transit Human Services Transportation Plan (Coordinated Plan). This includes assistance with the following activities: assessing current available services; identifying areas of duplicative service and gaps in service; identifying the transportation needs of individuals with disabilities, senior citizens, and persons of limited means; developing strategies for addressing the service gaps and minimizing the duplication of services; prioritizing transportation services for funding and implementation based on resources, time, and feasibility for implementing the specific strategies identified; and reviewing the draft document for content and language;

3. Serve as the region's Social Service Transportation Advisory Council within the meaning of California Public Utilities Code (PUC) Sections 99238(c) and 99401.5 by advising and making recommendations to the Transportation Committee on the unmet transit needs of senior citizens and individuals with disabilities, as required by the state's Transportation Development Act (TDA);
4. Fulfill the requirement in PUC Section 99238.5 that SANDAG establish and implement a public participation process to solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, persons with disabilities, and persons of limited means;
5. Review and comment on the progress of the region's transit operators in providing accessible transportation to senior citizens and individuals with disabilities;
6. Review and comment regarding the legal and practical requirements of transit access to be analyzed by staff and as legally required and practically feasible, incorporated into the design and construction of transit facilities;
7. Review and comment on the progress of the region's Consolidated Transportation Services Agency (CTSA) in assisting agencies and organizations to coordinate their transportation services and in implementing other regional mobility management projects;
8. Review and comment on proposed legislation and regulations concerning transportation for seniors and individuals with disabilities;
9. Advise transit operators and other relevant entities regarding programs that promote use of existing transportation programs to better serve seniors and individuals with disabilities;
10. Advise SANDAG on any other major transportation issues, including the coordination and consolidation of specialized transportation services; and
11. Review and comment on regional issues brought before the SSTAC, which are relevant to the implementation of accessible transportation services under federal and state legislation.

SSTAC discusses issues of a regional nature, not specific to individual transit operators or to individual events or circumstances. Issues not appropriate to SSTAC discussion are referred to the appropriate transit operator or other organization with authority to resolve the issue.

MEMBERSHIP

Membership on SSTAC is designed to fulfill the requirements of PUC Section 99238, of the State of California.

INDIVIDUAL MEMBERS

1. Primary Representatives — The following members shall be selected based on their individual qualifications.
 - a. One representative of potential transit users who is a senior, 60 years or older;
 - b. One representative of potential transit users who is disabled; and
 - c. Three at-large representatives of the interests of seniors, persons with limited means, or disabled transportation users who are familiar with the ADA and Title 24 regulations.
2. Alternates — An alternate for each of the primary representatives above will be chosen based on their individual qualifications. Alternates shall have voting privileges when the respective primary representative is not in attendance at a meeting.

Individual members shall serve a three-year term.

AGENCY MEMBERS

1. Rotating — The following members shall be selected based on the qualifications of the agency as well as the individual proposed to represent the agency. Each agency member shall identify one primary representative and one alternate as a part of the application process. Alternates shall have voting privileges when the respective primary representatives are not in attendance at a meeting. Agency members shall serve a three-year term.
 - a. Two representatives of local social service providers for seniors, including one representative of a social service transportation provider, if one exists;
 - b. Two representatives of local social service providers for individuals with disabilities, including one representative of a social service transportation provider, if one exists; and
 - c. One representative of a local social service provider for persons of limited means.
2. Standing — The following members are standing agency members. Standing agency members shall self-appoint primary and alternate representatives at their discretion based on the representative's role in serving the agency. Standing agency members do not have terms.
 - a. Two representatives from the local consolidated transportation service agency, designated pursuant to Subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from a transportation service provider, if one exists;
 - b. One representative from North County Transit District (NCTD) representing fixed-route service;

- c. One representative from NCTD representing ADA Paratransit service;
- d. One representative from Metropolitan Transit System (MTS) representing fixed-route service; and
- e. One representative from MTS representing ADA Paratransit service.

MEMBERSHIP TERM AND SELECTION FOR INDIVIDUAL MEMBERS AND ROTATING AGENCY MEMBERS

SSTAC members shall be chosen by a selection panel and shall serve a three-year term beginning and ending in the month of July. At the end of their term, members may apply for another three-year term. Three-year terms are staggered among the selected members such that annually, the terms of approximately one-third of the members expire. The membership application and selection process, therefore, occurs annually.

A selection panel shall consist of SANDAG staff and no more than three current members of the SSTAC whose membership position is not open for applications. The selection panel shall select members from a broad representation of social service agencies, transportation providers, and others representing the elderly, the disabled, and persons of limited means; and strive to attain geographic and minority representation among members.

If an agency's representative should no longer work for the agency s/he is representing on the SSTAC during their term, the agency may appoint a new representative for the remainder of the term. If a member must be replaced, the position will remain vacant until the next selection cycle at which point the position will be advertised and filled along with other available positions.

SELECTION OF THE CHAIR

A Chair and Vice Chair, or Co-Chairs, are nominated and elected annually by the SSTAC to serve one-year terms. The Chair conducts meetings. The Vice Chair shall conduct the meetings in the absence of the Chair. A primary or alternate voting member may be elected Chair or Vice Chair, but would retain his/her status as a primary or alternate voting member during his/her tenure.

ATTENDANCE

If an individual or rotating agency member representative is absent for three consecutive meetings without providing notice of absences to SANDAG in advance of the meetings, the position shall be declared vacant and shall be advertised and filled along with other available positions at the earliest selection cycle.

MEETING TIME AND LOCATION

Meetings are usually held on the third Tuesday of every other month from 10 a.m. to 12 noon at the SANDAG offices, which are accessible by public transit and within a facility accessible to individuals with disabilities. Additional meetings or time and date adjustments may be made by SANDAG staff when necessary, in accordance with Brown Act and other statutory requirements.

PUBLIC PARTICIPATION PROCESS

SSTAC shall hold a minimum of one public hearing annually for the purpose of receiving public comment on public transit services from the transit-dependent elderly, disabled, and persons of limited means. The hearing(s) shall be scheduled to ensure broad community participation and should be rotated among the various communities within San Diego County.

UNMET TRANSIT NEEDS FINDING

The TDA of the State of California requires that the SSTAC hold a Public Hearing any year in which TDA funds for that year are not fully expended on public transit. The purpose of the hearing is to provide an opportunity for the public to identify potential transit needs that are not being met and are reasonable to be met with the unspent TDA funds. If there are TDA funds that are not expended for public transit in San Diego County, the SSTAC shall hold a minimum of one public hearing for the purposes of receiving public comment on unmet transit needs from the transit-dependent seniors, disabled persons, and persons of limited means.

STAFF LIAISON

SANDAG shall provide staff support for the SSTAC. The services to be provided by SANDAG shall include, but not be limited to, assisting in membership selections, preparing the agenda, sending out meeting notices, preparing records of meetings, and providing a summary of actions and SSTAC comments from previous meetings.

DURATION OF EXISTENCE

SSTAC is a standing working group that fulfills a state mandate and shall continue to function unless dissolved by the SANDAG Board of Directors or Transportation Committee.

Revision 1: 8/1/08

Revision 2: 5/17/10

Revision 3: 2/17/12

Revision 4: 9/1/17

Revision 5: 06/10/22



WORKING GROUP CHARTER

SAN DIEGO REGIONAL MILITARY WORKING GROUP

PURPOSE

The San Diego Regional Military Working Group (Military Working Group) provides a collaborative forum for the various branches of the military and SANDAG to address areas of mutual interest, including growth management, habitat, transportation, regional growth, housing, water, energy, and other related topics that can help inform San Diego Forward: The Regional Plan.

LINE OF REPORTING

The Military Working Group reports to the Regional Planning Committee, which in turn reports to the Board of Directors.

RESPONSIBILITIES

The Military Working Group responsibilities include reviewing current activities and plans being implemented by SANDAG and the various branches of the military. The goal is to coordinate programs, address issues of concern, and determine the best ways in which the military can support regional prosperity, while the region supports the effective operations of the military.

The Military Working Group will provide input on SANDAG work efforts as they relate to the local military community. The Military Working Group also assists with the associated outreach to the military community on issues of regional significance.

MEMBERSHIP

The voting membership of the Military Working Group shall be composed of thirteen members, including four representatives from the armed forces: Navy Region Southwest; Marine Corps Installation West; Marine Corps Recruitment Depot; and U.S. Coast Guard San Diego Sector. In addition, the voting membership will include one representative from the following jurisdictions and agencies: City of Coronado, City of Imperial Beach, City of Oceanside, City of National City, City of San Diego, County of San Diego, the Port of San Diego, the San Diego Metropolitan Transit System (MTS), and the North County Transit District (NCTD). Representatives appointed should include personnel whose responsibilities include facilities and transportation planning.

Each entity represented in the Military Working Group should make those appointments in writing and may include one or more alternate representatives to serve in the primary member's absence. Members shall serve until a replacement is appointed by its respective agency. Should a vacancy occur in the position of a primary or alternate member, a represented entity shall be entitled to appoint a replacement representative.

MEETING TIME AND LOCATION

The Military Working Group will meet quarterly at SANDAG offices, as well as other times and locations as may be needed.

SELECTION OF THE CHAIR

The Chair of the Military Working Group shall be a member of the SANDAG Board of Directors appointed by the Board. The Chair shall oversee the meetings of the Military Working Group but shall not be a voting member.

DURATION OF EXISTENCE

The Military Working Group will continue as long as the members determine that it serves as an effective means of communication and coordination, subject to annual review pursuant to SANDAG Board Policy.

July 8, 2022

Legislative Status Report

Overview

Status reports on SANDAG legislative activities are provided to the Executive Committee on a regular basis.

Attachment 1 includes a summary from Ellison Wilson, LLC on state legislative activity related to SANDAG for June 2022.

Attachment 2 includes a summary from Peyser Associates, LLC on federal legislative activity related to SANDAG for June 2022.

Action: **Information**

This report provides an update on SANDAG legislative and policy activities.

Robyn Wapner, Director of Public Affairs

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Hector Vanegas, (619) 699-1972, hector.vanegas@sandag.org

Attachments: 1. Report from Ellison Wilson Advocacy, LLC
2. Report from Peter Peyser Associates, LLC



TO: SANDAG BOARD OF DIRECTORS
FROM: ELLISON WILSON ADVOCACY, LLC
SUBJECT: SANDAG LEGISLATIVE ACTIVITY REPORT – JUNE 2022

LEGISLATIVE UPDATE

Legislative Overview

June 15 was the deadline for the Legislature to pass its Budget Bill pursuant to California Constitution Art. IV, Sec. 12(c). Additionally, July 1 is the deadline for policy committees to pass all bills, after which the Legislature will adjourn for its monthlong Summer Recess.

\$300 Million Set Aside in Legislature’s Budget for SANDAG for LOSSAN Realignment Planning

Following more than a year of negotiations, on June 26 the Legislature unveiled AB/SB 180, which amongst many changes to the Budget Act of 2021, included \$3.65 billion for investments in transit infrastructure. Of this amount, \$300 million was specifically set aside for SANDAG to initiate project development activities for the LOSSAN realignment project. An additional \$1.83 billion is made available for additional projects in Southern California, including San Diego County.

SANDAG-sponsored Bills Unanimously Passed in Second House

The following SANDAG-sponsored legislation continues to successfully move through the legislative process:

- **SB 985 (Hueso): SANDAG-backed Otay Mesa East Port of Entry Legislation.** On February 14, Senator Ben Hueso introduced SB 985 at the request of SANDAG as a “spot” bill devoid of any substantive changes to law, however, on March 16 it was amended to provide necessary updates to the Otay Mesa East Toll Facility Act to facilitate quicker and more cost-effective development of the project. Further amendments were made on April 18. Current law pertaining to the project has not been updated since its original implementing legislation, SB 1486 (Ducheny), was signed into law in 2008. The bill was unanimously passed by the Senate Transportation Committee on April 26 and was unanimously passed off the Senate Floor, 35-0, on May 12. On June 13, Lt. Governor Eleni Kounalakis officially submitted her support for the bill. The bill was most recently unanimously passed by the Assembly Transportation Committee on June 20. It will next head to the Assembly Appropriations Committee.
- **AB 1833 (Ward): Raises Procurement Thresholds for SANDAG, MTS, and NCTD.** On February 7, Assembly Member Chris Ward introduced AB 1833 at the request of SANDAG, MTS, and NCTD to align their micro-purchase and simplified acquisition thresholds with those at the federal level. Recently, the Office of Federal Financial Management issued a Memorandum (M-18-

18) noting that Federal micro-purchase and simplified acquisition thresholds were updated. AB 1833 would allow for more procurements to fall into micro-purchase or small acquisition thresholds, reducing the administrative burden surrounding procurement procedures for SANDAG, MTS, and NCTD. SANDAG procurement thresholds have not been changed since the passage of SB 1703 in January 2003. Since this time, costs have increased significantly, and updating the permissible thresholds will provide MTS, NCTD, and SANDAG with more efficient and appropriate bidding flexibility. On April 20, SANDAG's Victoria Stackwick testified in support of AB 1833 at the Assembly Local Government Committee where it was unanimously passed, 8-0 and on April 25 it was unanimously passed, 15-0, by the Assembly Transportation Committee. On April 27, amendments were adopted to increase SANDAG's simplified acquisition threshold for both equipment/supplies and services to \$150,000 (up from \$50,000 and \$100,000, respectively). The bill was unanimously passed off the Assembly Floor, 69-0, on May 16. Most recently, the bill was unanimously passed by the Senate Transportation Committee on June 14 and unanimously passed off the Senate Floor on June 27. The bill will now head to the Governor for a signature.

- **AB 2367 (Ward): Clarifies SANDAG's authorization to fund and implement its 2021 Regional Plan.** On March 24, Assembly Member Chris Ward amended AB 2367 to expressly provide SANDAG with the flexibility and authorization to invest and implement projects and programs in its 2021 Regional Plan, including those identified in the sustainable communities strategy like habitat conservation projects, water quality improvement projects, and other environmental mitigation projects. AB 2367 was unanimously passed by the Assembly Local Government Committee on April 20 and the Assembly Transportation Committee on April 25. The bill was subsequently unanimously passed off the Assembly Floor, 70-0, on May 2. Most recently, the bill was unanimously passed by the Senate Transportation Committee on June 14 and unanimously passed off the Senate Floor on June 27. The bill will now head to the Governor for a signature.

Other Key Legislation:

- **SB 1169 (Hueso): Originally Converted SR 125 to a Toll-free Road; Amended to Conduct a Study on Toll Road Equity.** On February 17, Senator Ben Hueso introduced SB 1169 to convert State Highway Route 125, the South Bay Expressway, from a toll road to a toll-free road. On March 15, the bill was amended to also appropriate \$35 million from the State's General Fund to SANDAG to repay the outstanding bond debt incurred for the State Route 125 toll road project, however, on April 18 the bill was amended to remove the \$35 million appropriation. The bill was passed by the Senate Transportation Committee on April 26, passed by the Senate Appropriations Committee on May 19, and unanimously passed off the Senate Floor, 35-0, on May 24. On June 20, the bill was amended to require the California Transportation Commission (CTC) to conduct a study on the equity impacts on toll users and nearby communities of State Route 125 and State Route 73, at a minimum, by January 1, 2024. The bill was passed by the Assembly Transportation Committee on June 27 with further amendments to broaden the bill to assess the positive and negative impacts of all state toll roads. The bill will now head to the Assembly Appropriations Committee.
- **SB 1105 (Hueso): Establishes the San Diego Regional Equitable and Environmentally Friendly Affordable Housing Finance Agency.** On March 15, Senator Ben Hueso amended SB 1105 to establish the San Diego Regional Equitable and Environmentally Friendly Housing Agency (SD REEFHA) throughout San Diego. The bill further identifies the powers of the Agency, eligible revenue sources, eligible expenditures, anti-displacement protections, geographic equity requirements, and expenditure requirements. On March 24, the bill was passed by the Senate

Housing Committee, 6-1, passed by the Senate Governance & Finance Committee, 5-0, on April 20, passed by the Senate Appropriations Committee on May 19, and most recently passed off the Senate Floor, 27-8, on May 23. Both the Assembly Housing & Community Development Committee and Assembly Local Government Committee passed the bill on June 29. It will now head to the Assembly Appropriations Committee.

- **AB 1640 (Ward): Establishes regional climate networks.** Supported by SANDAG, AB 1640 by Assembly Member Chris Ward requires the Office of Planning and Research (OPR) to facilitate the creation of regional climate networks and create standards for the development of a regional climate adaptation action plan to support the implementation of regional climate adaptation efforts. AB 1640 aligns with SANDAG's efforts by fostering regional-scale climate adaptation and resilience that prioritizes the most vulnerable communities by encouraging collaboration among local, regional, and state entities on adaptation and resilience solutions in a way that promotes coordination within each region of the state, promotes coordination among neighboring regions, and integrates planning, investment, and hazard mitigation efforts. The bill was unanimously passed off the Assembly Floor, 71-0, on May 26. In the Senate, the bill has been unanimously passed by both the Senate Environmental Committee on June 22 and the Senate Natural Resources and Water Committee on June 28.

LLC

Peter A. Peyser

June 3, 2022

Transportation Update from Peyser Associates**DOT Awards \$368 Million in CRISI Grants from FY 2021 Funding Round**

The Federal Railroad Administration (FRA) yesterday announced the award of \$368 million in Fiscal 2021 grants from the Consolidated Rail Infrastructure and Improvement Program (CRISI). The awards went to 46 projects in 32 states and DC.

Notable passenger rail grants awarded include the following:

North Carolina DOT– Raleigh to Richmond Corridor Infrastructure Engineering & Safety Program --\$57,900,000

Brightline Trains Florida LLC – Tampa to Orlando High-Speed Intercity Passenger Rail Project -- \$15,875,000

Connecticut DOT– Enfield Station and Track Improvements (New Haven -Hartford – Springfield Line) -- \$13,860,000

Sound Transit – Pierce County Rail Capacity and Reliability Improvement Project (Sounder Commuter Service and Cascadia Corridor) -- \$10,000,000.

San Diego Association of Governments– Pacific Surfliner Bridge 257.2 Replacement Project (NCTD Commuter Service and LOSSAN Corridor) -- \$8,042,730.

Virginia Passenger Rail Authority – Ettrick Station Improvements (Raleigh to Richmond Corridor) -- \$6,355,829

Besides being the largest grant of all by far, the North Carolina Raleigh to Richmond project is notable because it used up 31% of the rural set-aside in the CRISI program. While the corridor will serve stations in rural areas, its primary benefits accrue to metropolitan areas. Yet, it does qualify as a rural project. This is a useful example for other corridors.

A full list of CRISI grants awarded in this round can be found [HERE](#)

DOT Plans Webinars on Safe Streets and Roads for All Program

DOT is planning three webinars this month to assist potential applicants for grants from the Safe Streets and Roads for All (SS4A) program in making applications for funding. Here is the webinar schedule:

1. **TITLE: How to Apply for SS4A Grants: General Overview**
 - This webinar will offer a general overview of the SS4A program, the grant application process, and the available grant types.
 - Monday, June 13, 1:00-3:00 p.m. (EDT)
 - [Register to attend the June 13 webinar.](#)

2. **TITLE: How to Apply for SS4A: Action Plan Grants**
 - This webinar will offer a general overview of the SS4A program and the grant application process and provide a particular focus on applying for Action Plan Grants.
 - Wednesday, June 15, 1:00-3:00 p.m. (EDT)
 - [Register to attend the June 15 webinar.](#)

3. **TITLE: How to Apply for SS4A: Implementation Grants**
 - This webinar will offer a general overview of the SS4A program and the grant application process and provide a particular focus on applying for Implementation Grants.
 - Thursday, June 23, 1:00-3:00 p.m. (EDT)
 - [Register to attend the June 23 webinar.](#)

SS4A grants may be used for a variety of planning, public education and engagement activities along with capital improvements to streets and roads, bike/ped projects, implementation of new transit service and other purposes.

The SS4A program NOFO was published on May 16 and applications are due on September 15.

Congress Returns Next Week to Work on Spending Bills

When Congress returns from its Memorial Day recess next week, appropriators will renew their focus on advancing spending bills for Fiscal Year 2023.

The House's plan for June is to mark-up all 12 appropriations bills this month and prepare them for floor action in the month of July. As noted in earlier reports, the Senate Appropriations Committee leadership hopes to gain a bipartisan, bicameral agreement on top-line spending amounts for defense and non-defense spending this month and then consider bills in committee in July.

Peter A. Peyser

June 9, 2022

Transportation Update from Peyser Associates LLC

House Appropriators Set Mark-up Schedule for Fiscal 2023 Spending Bills

The House Committee on Appropriations has set its schedule for subcommittee and full committee consideration of fiscal year 2023 spending bills. Mark-ups will begin next week and continue through the end of the month. Committee consideration will occur in the absence of a bi-partisan, bi-cameral agreement on spending levels for defense and domestic discretionary spending. That agreement has proven elusive. Without it, the House and Senate could be headed for some difficult negotiations over spending bills this Fall.

To set the stage for this action, the House on Wednesday cleared a “deeming resolution” that set a total discretionary spending limit of \$1.6 trillion for the coming year. This resolution is a substitute for a full-blown Budget Resolution which sets overall spending amounts as well as functional totals. Approval of a Budget Resolution is “required” under the Congressional Budget and Impoundment Control Act of 1974 as a prerequisite for starting the appropriations process. Meeting that statutory requirement has become a rare event. Fortunately for Members of Congress, there is no enforcement mechanism to mete out punishment for failing to pass a budget.

The Transportation-HUD appropriations mark-ups will be among the last to be completed on the House side. Subcommittee consideration is scheduled for June 23 and full committee on June 30.

FTA Considering Options on Apportionment of New Starts Funds during Project Development

Conversations with FTA staff at this week’s APTA rail conference brought to light that the agency is working to provide guidance to project sponsors about the potential availability of New Starts funding for projects still in the Project Development stage.

The Administration is planning to use \$183.3 million from the FY 2022 appropriation and \$421.2 million from the FY 23 advance appropriation for the CIG program for “funding for other New Starts projects that may become ready and for project development and engineering grants.” Sponsors of projects in Project Development are pursuing early funding for many of those projects.

FTA staff is currently review their pipeline to determine which projects will “become ready” for an FFGA between now and the end of FY 2023 so they can know what the demands from those projects will be. That will inform their decision of how much is available for other projects. The agency is trying to provide guidance to project sponsors in the next few months.

Talks on Budget Reconciliation Renew – Outlook Remains Uncertain

Over the last week, there has been confirmation that Senators Joe Manchin (D-WV) and Chuck Schumer (D-NY) are back in conversation about the potential to move a limited budget reconciliation package that will most definitely NOT be called “Build Back Better.” While neither principal in these talks has had much to say about the details, Sen. Manchin in recent weeks has said he thinks a bill that focuses on addressing the inequities in the Trump tax cuts of 2017 and also deals with energy policy could generate support.

Advocates for transit and high-speed rail are renewing their push for funding to be included in any reconciliation package for their programs. There is no timetable for concluding these conversations but as a practical matter if they are not completed in the next month there may not be time to get a bill done before the end of the fiscal year.

Peter A. Peyser

June 17, 2022

Transportation Update from Peyser Associates

House Appropriators Advance Six Spending Bills, Earmarks Included

House Appropriations Committee subcommittees this week approved six spending bills for advancement to full committee next week. Five of the measures included earmarks proposed by Members. As noted in last week's report, the Transportation-HUD bill will be marked-up in subcommittee next week and full committee the following week.

While this action was heating up, the full committee released a report on the earmark requests it received from Members this year. The report tallied the dollar value of all earmarks requested at \$12.4 billion – a 74% increase from last year. These requests came from all 220 Democrats and 121 of the currently sitting 209 Republican Members. (There are six vacancies in the House presently – two by death and four by resignation.) The total number of requests was 4,761, as compared to 3,019 last year. It is important to note that the total number of requests each Member could submit this year was increased by 50%, from 10 to 15.

Last year, both the House and Senate were able to preserve in the final omnibus spending bill the full amount of earmarks originally approved in their House's bills. Whether or not they will be able to do so this year depends in large part on achieving an agreement on the top-line spending amounts between defense and non-defense spending. As earlier reports have discussed, this agreement is proving elusive as the parties debate the level of inflation to take into account.

Schumer-Manchin Talks Continue on Reconciliation Package

Reports emerged this week that Sens. Chuck Schumer (D-NY) and Joe Manchin (D-WV) are continuing to make progress on a significantly scaled-back Budget Reconciliation package that in an earlier incarnation was called "Build Back Better."

When originally proposed by the White House, this package was intended to be in excess of \$2 trillion in spending over 10 years with an emphasis on climate and health care on the spending side and a roll-back of the Trump tax cuts. It was purported to be deficit neutral. After being negotiated down to \$1.75 trillion in the futile hope of satisfying Sen. Manchin, the package would have included \$10 billion each for transit and high-speed rail as part of the climate focus.

The slimmed-down package under discussion now is reportedly of a much different nature. Instead of deficit neutral, it is now being discussed as deficit reducing. The focus on climate appears to have shifted from a greenhouse gas reduction focus to a return to the "all of the above" energy policy adopted in the early years of the Obama Administration. This means the package would support BOTH the production of fossil fuels and clean energy. The health care

focus reportedly remains on allowing the Medicare program to negotiate with drug companies over the price of prescription drugs. Tax increases for the wealthy are also still a part of the equation as well, reportedly.

The fact that the “climate” portion of the package has shifted in focus to energy production as opposed to greenhouse gas emission reduction shows the importance to Congress of demonstrating they are doing something about the price of gas. Of course, promoting energy production in the future does nothing for the price of gas today, but that distinction is of little consequence in today’s political environment.

Given that Senator Schumer has said he wants a package on the Senate floor in July, advocates for public transit and high-speed rail funding are ramping up their efforts to have supportive Senators contact Schumer to express their support for including that funding in the package.

Peter A. Peyser

June 24, 2022

Transportation Update from Peyser Associates

House Subcommittee Advances FY 2023 Spending Bill for Transportation

The House Committee on Appropriations Subcommittee on Transportation-HUD (THUD) yesterday approved a spending bill for federal transportation programs for fiscal year 2023. The amounts approved in this bill are in addition to the funding that was advanced appropriated for the fiscal year in the Bipartisan Infrastructure Law.

Here are some notable highlights related to transit and rail programs:

- The FTA Capital Investment Grant Program funding slightly exceeds the authorization at \$3.012 billion.
- In addition to funding for CIG New Starts, Core Capacity and Expedited Project Delivery, the bill includes \$600 million to provide increased funding to certain projects with existing FFGA’s. To qualify projects must have received their FFGA’s during the Trump Administration, have a non-CIG share of at least 60%, not be open to service and spent down specified amounts of their COVID relief funding.
- The bill funds Amtrak at approximately 20% below the President’s Budget with essentially flat funding as compared to the FY 2022 bill.
- The bill boosts funding for Federal-State Partnership for Intercity Passenger Rail by \$455 million over the FY 2022 level.
- The bill includes 1,827 earmarks, totaling nearly \$3.7 billion. Transit earmarks make up \$267.4 million – a 33% increase over last year.

Here is a chart comparing the funding approved in the bill approved yesterday with FY 2022 funding and the President’s budget:

	FY 2022 FINAL	FY 2023 Pres. Budget	FY 2023 House
FRA			
AMTRAK NEC	874.5	1,200.0	882.0
AMTRAK Nat. Network - Tech and PTC	50.0		
AMTAK Nat. Network - General	1,456.9	1,800.0	1,463.0
CRISI - Total	625.0	500.0	630.0
CRISI - New Intercity Rail Corridors	(150.0)		(150.0)

	FY 2022 FINAL	FY 2023 Pres. Budget	FY 2023 House
CRISI -- Anti -Trespassing Grants	(25.0)		(25.0)
CRISI - Earmarks	(120.9)		
CRISI - MagLev Deployment			(5.0)
CRISI - General	(329.1)		(450.0)
F-S Partnership for ICPR	100.0	555.0	555.0
Restoration and Enhancement		50.0	
RR-HWY Crossing Elimination		245.0	
TOTAL	3,106.0	4,350.0	3,530.0
FTA			
UZAs, Seniors, Rural, Growing-High Density	8,402.3	8,570.7	8,591.3
CIG	2,248.0	2,850.0	3,012.0
CIG New Starts	(1,459.0)		(1,897.2)
CIG Core Capacity	(345.0)		(40.7)
CIG Small Starts	(321.5)		(94.0)
CIG Expedited Project Delivery	(100.0)		(350.0)
GIG Existing FFGA's			(600.0)
State of Good Repair Grants	3,515.5	3,587.8	3,587.8
Bus and Bus Facilities Formula	604.0	616.6	616.6
Bus and Bus Facilities Discretionary	697.3	456.6	731.6
LO/NO Bus Grants	146.6	73.1	148.0
WMATA	150.0	150.0	150.0
Bus Testing Facility (Contract Authority Portion)	7.0		7.0
Transit Infra. Grants - Bus Disc.	175.0		
Transit Infra. Grants - LO/NO	75.0	73.1	
Tech Assistance Centers for Transition to Zero Emissions		10.0	50.0
Transit Infra. Grants - Areas of Persistent Poverty	20.0		
Transit Infra. Grants - Ferries	6.5		
Transit Infra Grants - Integrated Smart Mobility		50.0	50.0
Transit Infra Grants - Client Resilience & Adaptation		100.0	
Transit Infra Grants - Accelerating Innovative Mobility	1.0		
Transit Infra. Grants - Innovative Mobility Solutions	1.0		
Transit Infra Grants - Earmarks	200.8		267.4
Rural Ferries	13.0		30.0
TOTAL	16,273.0	16,577.9	17,191.7

	FY 2022 FINAL	FY 2023 Pres. Budget	FY 2023 House
OST			
National Infrastructure Project Assistance (MEGA)		750.0	
Local and Regional Project Assistance (RAISE)	775.0	750.0	775.0

Biden Calls for Gas Tax Holiday

President Biden on Wednesday called on Congress to enact a three-month federal gas tax holiday. In doing so, he urged them to fill the \$10 billion hole this would create in funding for highway and transit funding by appropriating additional funds from the general fund of the Treasury. In addition to this federal action, Biden called on states to also enact a tax holiday.

The reaction from Capitol Hill was skeptical. House Committee on Transportation and Infrastructure Chair Peter DeFazio (D-OR) expressed his opposition to the plan, saying it would “achieve only minimal relief while blowing a \$10 billion hole in the Highway Trust Fund.”

Democratic Senators as disparate as Joe Manchin (D-WV) and Tom Carper (D-DE) expressed their opposition to the plan. On the GOP side, several Senators made public comments calling the proposal “a cheap gimmick” or a “knee-jerk political stunt.”

Given this kind of reaction, the plan, while not quite dead on arrival, is certainly going immediately on life support.

July 8, 2022

Senate Bill 1105

Overview

Each year, the SANDAG legislative team brings forward bills that advance SANDAG priorities and projects and align with the latest approved SANDAG Legislative Program. Senate Bill 1105 (Hueso) has also been followed by the Regional Equitable Housing Subcommittee (Subcommittee) as part of its workplan to explore concepts for regional housing finance models.

Key Considerations

The Subcommittee has recommended a support with amendments position on SB 1105 (Hueso). SB 1105 introduced by Senator Ben Hueso would establish a regional housing finance agency in the San Diego region. Specifically, the purpose of the San Diego Regional Equitable and Environmentally Friendly Affordable Housing Finance Agency (SD REEF) would be to increase the supply of equitable and environmentally friendly housing in the County of San Diego by providing for significantly enhanced funding and technical assistance across the regional level for equitable and environmentally friendly housing projects and programs, equitable housing preservation, and rental protection programs.

The SD REEF would be governed by a six-member board comprised of one representative from the City of San Diego, County of San Diego, and each of the SANDAG subregions. SB 1105 would provide several revenue generation options, most requiring subsequent voter approval, including a parcel tax, a gross receipts business tax, a special business tax, a documentary transfer tax, and a commercial linkage fee. Revenue would be used for specified housing purposes defined by the bill.

The bill was passed by the California State Senate, Assembly Local Government and the Assembly Housing and Community Development Committees and is awaiting action by the Assembly Appropriations Committee.

The Subcommittee, which has also considered feedback from a complementary group of regional stakeholders via the Housing Task Force, recommended amendments to the bill in the areas of agency governance, programmatic criteria, and revenue structure to align with the SANDAG enabling legislation and AB 805, SANDAG staffing, and state and federal regulations. These amendments were accepted by the bill author.

Following the Subcommittee's consideration of SB 1105, it was subsequently amended in the Assembly to include provisions related to labor standards, including: a requirement to comply with certain public works laws if a development is partly a public work; authorization for certain entities to enforce prevailing wage violations unless a contractor or subcontractor is performing work on a development subject to a project labor agreement meeting certain

Action: **Discussion/Possible Action**

The Executive Committee is asked to discuss taking a position on SB 1105 (Hueso).

Fiscal Impact:

Consistent with other housing finance agencies throughout the state, approximately five full-time employees would be necessary to develop a work program for SD REEF.

Schedule/Scope Impact:

None.

conditions; a requirement that SD REEF enter into a specific countywide project labor agreement with the San Diego County Building and Construction Trades Council and the San Diego Housing Federation before placing a measure on the ballot.

Support for SB 1105 is consistent with the adopted 2022 SANDAG Legislative Program. Goal No. 10 provides a sponsor position for legislation that incentivizes 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).

Next Steps

Pending approval of a support position by the Executive Committee, SANDAG will work with the bill's author on the amendments described above, submit a letter of support and advocate on behalf of the passage of this bill. SANDAG staff will continue to update the Executive Committee on this legislation pursuant to SANDAG Board Policy No. 001.

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