EXECUTIVE COMMITTEE
AGENDA

Friday, July 9, 2004
9 a.m.

SANDAG
401 B Street
7th Floor Conference Room
San Diego, CA 92101

AGENDA HIGHLIGHTS

- LEGISLATIVE STATUS REPORT
- ARJIS FY 05 BUDGET AMENDMENT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

MISSION STATEMENT

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

San Diego Association of Governments  401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900  Fax (619) 699-1905  www.sandag.org
Welcome to SANDAG. The regularly scheduled meeting of the San Diego Association of Governments Executive Committee has been called by its Chair for Friday, July 9, 2004, starting at 9 a.m. in the SANDAG offices, 401 B Street, Suite 800, 7th Floor Conference Room, San Diego. The Executive Committee may take action on any item appearing on the agenda.

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EXECUTIVE COMMITTEE
Friday, July 9, 2004

ITEM #  RECOMMENDATION
+1. APPROVAL OF JUNE 18, 2004 MEETING MINUTES  APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each. Committee members may provide information and announcements under this agenda item.

CONSENT ITEM

+3. AMEND THE FY 2005 BUDGET AND WORK PROGRAM FOR THE ARJIS BORDER SAFE PROJECT (Pam Scanlon)  APPROVE

The ARJIS Border Safe project is being funded by the Corporation for National Research Initiatives who has agreed to provide additional funds to expand the scope and time frame for this project. Border Safe is a Department of Homeland Security initiative to demonstrate the feasibility of multi-state sharing of law enforcement information. The Executive Committee is being asked to accept these funds, increase the FY 2005 Border Safe budget by $369,000, and direct staff to make appropriate changes to the FY 2005 Border Safe work program.

REPORTS

+4. LEGISLATIVE STATUS REPORT (Ellen Roundtree)  INFORMATION/POSSIBLE ACTION

Highlights of the July 2004 report include the status of the multi-year federal transportation program, known as TEA-21 (Transportation Equity Act for the 21st Century), an update on the SANDAG-sponsored state bill on Value Pricing, various legislation related to housing, fiscal reform, and other state legislative changes SANDAG is currently pursuing, and the most recent activities related to the State budget.

5. POTENTIAL MEETING TIME CHANGE (Mayor Mickey Cafagna)  INFORMATION/POSSIBLE ACTION

Several members have suggested starting the Executive Committee meeting at 8 a.m. versus the current time of 9 a.m. to help facilitate scheduling other Friday meetings at SANDAG such as the Board Policy meeting. Executive Committee members should discuss whether it is more advantageous to meet at the earlier time.

+6. REVIEW OF DRAFT JULY 23, 2004 BOARD AGENDA  APPROVE
7. **UPCOMING MEETINGS**

   The next Executive Committee meeting is scheduled for Friday, August 13, 2004 at 9 a.m.

8. **ADJOURNMENT**

   GARY L. GALLEGOS
   Executive Director

   +next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS  
Meeting of June 18, 2004

Chairman Ron Morrison (South County) called the Executive Committee meeting to order at 8:07 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

   Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Jack Feller (North County Coastal), the minutes of the May 14, 2004, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

   There were no public or member comments.

CONSENT (Items 3 and 4)

3. PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR (APPROVE)

4. LEGISLATIVE UPDATE (INFORMATION/POSSIBLE ACTION)

   Action: Upon a motion by Vice Chair Cafagna (North County Inland) and a second by Councilmember Madaffer, the Executive Committee approved Consent Items 3 and 4.

REPORTS

5. FY 2005 PROGRAM BUDGET (APPROVE)

   The Director of Finance provided highlights of the FY 2005 Budget including Administration, the Overall Work Program (OWP), and the capital projects. Page 58 shows the capital projects that have been assumed from the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) as part of consolidation. Page 122 indicates the TransNet program budget. The Director of Finance stated that an employee classification study is currently ongoing and it will be completed this fall. Any recommended changes will come back to the Executive Committee, but will be kept within the budget amount. The transit operators’ budgets will be approved at this morning’s Transportation Committee meeting, subject to approval by the individual transit operators.

   The Director reviewed the changes since the last time the Executive Committee saw this budget. It is anticipated that there will be approximately $60,000 in unexpended training
funds in FY 2004 and staff would like to carry these funds over for FY 2005. The training will cover the following areas: change management training, project management training, supervisor/management workshops, sexual harassment/diversity training, Americans with Disabilities Act (ADA) training, and Brown Act training. The workers compensation line item was increased by $140,000 since the initial estimates provided to our broker did not include the entire consolidated staff. We do not have the actual estimate for FY 2005, but we have made assumptions based on the complete number of consolidated staff, including construction field personnel. We have included $470,000 for the cost of printing the prepaid fare media. This is a function assumed as part of consolidation and the funding is being transferred from MTS. We had a program to repair tanks and piping at the Kearny Mesa Division (KMD) bus maintenance facility. Recent inspections have found that the KMD and the Imperial Avenue Division facilities both failed to meet standards for secondary containment. Therefore, the budget will reflect a transfer of funds from a Bus Simulator project and the SDTC Miscellaneous Capital project to correct these deficiencies. Two Criminal Justice grants have been added to the OWP (Working to Insure and Nurture Girls’ Success, and Teen Court). In addition, the Automated Regional Justice Information System (ARJIS) budget has been changed to reflect updated assumptions for member assessments, member fees, and grants. It was noted that all ARJIS costs are fully funded by outside sources. At the request of the transit operators, we have increased the Assistance to Transit Operators project to fully fund the Passenger Counting Program back to its original amount. Further, we received a cost estimate of $500,000 from the Registrar of Voters to print the TransNet ballot measure. This amount is not in the budget. Once we receive the final cost estimate, we will use carryover or TransNet reserve funds to cover this amount.

Councilmember Feller asked about the Brown Act training. The Director of Administration stated that there have been some problems in the past with quorums related to committee or workshop meetings where there are elected officials. We want to have staff undergo this training so that they understand the requirements.

Billie Johnson, representing the International Brotherhood of Electrical Workers (IBEW) Local 569, stated that they negotiated a rate increase put towards the health and welfare program to keep it solvent. On top of that, health premiums increased $80 a month. That means that 5 percent of their wages are going towards covering their health and welfare costs. There are a large number of uninsured people using hospital emergency rooms for their insurance coverage. About 82 million Americans are without health coverage. Local 569 and other union members are subsidizing the health care costs for those who are uninsured.

Tom Kunde, a member of Local 569, supported a proposal that would require large employers to provide health insurance for their employees. A mock check to the San Diego Chamber of Commerce was presented that showed the amount of money equal to the monthly hours worked to pay for health care costs. He said that this is what they have given up in raises to corporations who do not ensure their workers. He emphasized the negative impact that the current health care crisis is having on our region.

Jane Haugen, a member of Local 569, stated that when SANDAG discusses its budget, they hope that it takes into account the true impact of regional health costs. She said that we cannot afford to continue to subsidize health care for uninsured workers. She asked that elected officials incorporate the real cost of health care into their agency budgets.
Action: Upon a motion by Councilmember Madaffer, and a second by Councilmember Feller, the Executive Committee voted to recommend that the SANDAG Board of Directors approve the resolution adopting the FY 2005 Final Budget.

6. REVIEW OF JUNE 25, 2004, DRAFT BOARD AGENDA (APPROVE)

Chief Deputy Executive Director, Eric Pahlke, reviewed the draft Board meeting agenda for the June 25, 2004, meeting. Item 5 relates to SANDAG’s role as the Integrated Waste Management Task Force. Item 6 is the performance review of the Executive Director. He noted that this item will be moved to the Chair’s Report section of the agenda. Item 7 is the annual report from the Department of Defense on its projects in the region. Item 8 is the annual evaluation of the weighted vote formula; there are no changes to the formula. Item 9 relates to Transportation Development Act (TDA) allocations. This information will be presented to the Transportation Committee this morning. The TDA claims are for operating and capital support of public transportation systems and for nonmotorized transportation projects.

Mr. Pahlke indicated that two new items would be added to the Consent portion of the agenda: an amendment to the agreement with the California Public Employees Retirement System (CALPERS) to reflect the new actuarial charts. The agreements with MTS, SANDAG, and NCTD have all changed due to consolidation. A second additional item is the FY 2003 Comprehensive Annual Financial Report (CAFR).

Under the Chair’s Report is a summary of the joint SANDAG/SCAG (Southern California Association of Governments) meeting on May 27, 2004. Item 14 relates to recognition of Captain Christopher Schanze, United States Navy (USN), Civil Engineer Corps, who has served as the advisory member on the SANDAG Board, representing the Department of Defense. Captain Schanze is leaving the area to assume a new leadership post in Washington, D.C. Item 15 is the election of Board officers; the Nominating Committee will provide a verbal report at the Board meeting. The Discussion item is action to approve the Final FY 2005 Program Budget.

Action: Upon a motion by Councilmember Madaffer, and a second by Vice Chair Cafagna, the Executive Committee voted to approve the June 25, 2004, draft Board agenda as presented.

7. UPCOMING MEETINGS

The next Executive Committee is scheduled for July 9, 2004.

8. ADJOURNMENT

Chair Morrison adjourned the meeting at 8:27 a.m.
CONFIRMED ATTENDANCE  
SANDAG EXECUTIVE COMMITTEE MEETING  
JUNE 18, 2004

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<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
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<td>North County Coastal</td>
<td>City of Oceanside</td>
<td>Jack Feller</td>
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<td></td>
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<td>City of Carlsbad</td>
<td>Ramona Finnila</td>
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<td>City of Poway</td>
<td>Mickey Cafagna</td>
<td>Member</td>
<td>Yes</td>
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<td>City of Escondido</td>
<td>Lori Holt Pfeiler</td>
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<td>East County</td>
<td>City of Santee</td>
<td>Hal Ryan</td>
<td>Member</td>
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<td>Mary Sessom</td>
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<td>South County</td>
<td>City of National City</td>
<td>Ron Morrison</td>
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<td>City of Chula Vista</td>
<td>Steve Padilla</td>
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<tr>
<td>City of San Diego</td>
<td>____</td>
<td>Jim Madaffer</td>
<td>Member</td>
<td>Yes</td>
<td></td>
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<tr>
<td></td>
<td>----</td>
<td>Scott Peters</td>
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<tr>
<td>County of San Diego</td>
<td>----</td>
<td>Dianne Jacob</td>
<td>Member</td>
<td>No</td>
<td></td>
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<tr>
<td></td>
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<td>Greg Cox</td>
<td>Alternate</td>
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AMEND THE FY 2005 BUDGET AND WORK PROGRAM FOR THE ARJIS BORDER SAFE PROJECT

Introduction

The ARJIS Border Safe Project was initially funded at $375,000 by the Corporation for National Research Initiatives (CNRI), who has agreed to provide an additional $369,000 to expand its scope and time frame. This is 100% funding and no match is required. The additional funding will extend contract services for a regional crime analyst, fund a security assessment of ARJIS, expand and enhance the mapping and analytical capabilities of public safety information, and provide more handheld devices for public safety personnel to access critical data in the field.

Recommendation

It is recommended that the Executive Committee accept these funds, increase the FY 2005 Border Safe budget by $369,000, and direct staff to make appropriate changes to the FY 2005 Border Safe work program.

Discussion

The Border Safe Project resulted from a grant sponsored by the Department of Homeland Security. The purpose of the grant is to enhance information sharing between local, state, and federal public safety agencies, demonstrate the effectiveness of public safety personnel receiving real-time information in the field, and spatially map data from local, state and federal agencies for the purposes of enhancing public safety along the border. Participants in the Project include ARJIS, the UCSD Super Computer Center, SPAWAR, the University of Arizona, Tucson PD, and Homeland Security.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Pam Scanlon, (619) 699-6971; psc@sandag.org
LEGISLATIVE STATUS REPORT

Introduction

An update of federal and state legislative activity since the last report, organized by SANDAG’s Legislative Goals, is included as Attachment 1. Changes are shown in bold. Highlights of the July 2004 report include the status of the multi-year federal transportation program, known as TEA-21 (Transportation Equity Act for the 21st Century), an update on the SANDAG-sponsored state bill on Value Pricing, various legislation related to housing, fiscal reform, and other state legislative changes SANDAG is currently pursuing, and the most recent activities related to the State budget.

Federal Transportation Reauthorization

Unable to reach consensus by the June 30, 2004 deadline, another temporary extension through July 31 was approved by Congress. Congress is scheduled to break for the Democratic Convention and its summer recess on July 23. To date, 42 technical issues have been resolved in conference; however, the debate still revolves around the overall funding level acceptable to Congress and the Administration. The Senate conferees formally offered their House counterparts the Senate-passed $318 billion funding level to use when drafting the final compromise. The House conferees have been asked to respond to the Senate’s offer by the next conference meeting on July 7.

A recap of the three versions of the bill is as follows:

<table>
<thead>
<tr>
<th>Version</th>
<th>Title</th>
<th>Amount</th>
<th>Return to the States</th>
<th>Scope of Return</th>
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<tr>
<td>Senate</td>
<td>SAFETEA</td>
<td>$318 million</td>
<td>95%</td>
<td>Does not include high-priority projects</td>
</tr>
<tr>
<td>House</td>
<td>TEA-LU</td>
<td>$275 million</td>
<td>95% by 2009 (re-opener to provide sufficient revenues to allow for equity return)</td>
<td>Includes high-priority projects</td>
</tr>
<tr>
<td>Administration</td>
<td>SAFETEA</td>
<td>$256 million</td>
<td>90.5%</td>
<td>Does not include high-priority projects</td>
</tr>
</tbody>
</table>

SAFETEA: Safe, Accountable, Flexible, Efficiency Transportation Equity Act of 2004 (S. 1072)
TEA-LU: Transportation Equity Act: A Legacy for Users (H.R. 3550)
Rail and Public Transportation Security Legislation

Railroad security continues to be a high priority with another bill (H.R. 4604) introduced on June 17 by United States Representatives Young (Chairman, Transportation & Infrastructure Committee), Quinn (Chairman, Subcommittee on Railroads), and Porter (Vice Chairman, Subcommittee on Railroads). The new legislation titled “The Protecting Railroads against Enemy Efforts through Modernization, Planning and Technology Act” (PREEMPT) is designed to expand and improve anti-terrorist security programs of passenger railroad and freight rail systems. The bill would require a comprehensive Department of Transportation (DOT)-Department of Homeland Security (DHS) rail transportation security plan, and within six months a DOT-DHS memorandum of understanding establishing respective rail security responsibilities. The bill would provide over $1.1 billion over a five-year period for railroad security improvements including nearly $700 million to improve the safety of critical rail tunnels used by Amtrak and other commuter railroads. The remaining $400 million would be available for security-related technologies and improvements such as automated security inspection systems; communication-based train control systems; bridge repair and replacement technology; track structure and right-of-way integrity monitoring; bridge and tunnel inspection; passenger station, train, and infrastructure security; train tracking and interoperable communications technology; and additional railroad police resources.

State

Value Pricing

The SANDAG sponsored bill, Assembly Bill (AB) 2032, which would provide state authority to implement value pricing on corridors in San Diego consistent with MOBILITY 2030, passed the Senate Transportation Committee Floor on June 29, 2004. The bill is also sponsored by the Sunol Smart Carpool Lane Joint Powers Authority, consisting of the Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, and the Santa Clara Valley Transportation Authority. Amendments limiting the projects to a maximum of two in each corridor were made prior to approval by the Senate Transportation Committee. Mobility 2030 includes three projects that implement value pricing: Interstate 805 (I-805) between State Route (SR) 905 and I-5; SR 52, east of I-15 to SR 125 in Santee; and I-5 from I-805 to Vandergrift Boulevard. Additional legislation would be needed to implement the third project.

Housing/Land Use

There is a variety of bills related to self-certification and housing element reform, and housing incentives:

Senate Bill (SB) 492 introduced last year by Senator Ducheny as a potential legislative vehicle to extend SANDAG’s housing element self-certification pilot program passed both the Assembly Local Governments and the Assembly Housing and Community Development (H & CD) committees during the month of June. The bill currently resides in Assembly Appropriations.

Related to the regional housing needs assessment (RHNA) process, AB 2158 introduced by Assembly member Lowenthal, which would enact consensus-based changes proposed by the Housing Element Work Group (HEWG), has now passed the Senate H & CD Committee. AB 2348, introduced by Assembly member Mullin, proposes numerous changes to the provisions of housing element law pertaining to the land inventory, adequate sites, and permitted use, based on the work of the HEWG. AB 2348 has also passed the Senate H & CD. Both bills reside in the Senate Appropriations Committee and are dependant upon the others for enactment and operation.
Related to infill development, SB 1592, introduced by Senator Torlakson would, according to its author, provide developers with real incentives that reduce costs and complications, and encourage them to build housing and commercial projects in existing downtown areas rather than on so-called “greenfields.” SB 1592 passed the Senate Floor on May 19; however, its first hearing was canceled by the author.

AB 1268, authored by Wiggins, related to land use allows the text and diagrams in a general plan’s land use element and the implementing local zoning ordinances to express community intentions regarding urban form and design. The bill is pending Assembly concurrence of Senate amendments.

Fiscal Reform

Senator Ducheny’s bill on fiscal reform, SB 1212, repeals three subventions to cities and counties: (1) vehicle license fee (VLF) “backfill,” (2) replacement for the homeowners’ property tax exemption, and (3) gas tax revenue and transfers an equivalent amount from a percentage of the state’s share of the sales tax and the schools’ share of the property tax to cities and counties. SB 1212 passed the Assembly Committees on Local Government and Revenue and Taxation in June, and has been re-referred to the Assembly Committee on Appropriations. SB 1212 was recently modified to ensure that property tax growth is allocated to cities on a per capita basis. The modification was intended to ensure that the property tax/VLF swap does not worsen the current fiscalization of land use problem.

The Local Taxpayers and Public Safety Protection Act, sponsored by the California League of California Cities, the California State Association of Counties, and the California Special Districts Association is expected to appear on the November ballot. The initiative would require voter approval for any legislation that proposes to reduce the share of local governments’ vehicle license fee revenues, sales tax powers and revenues, and proportionate share of local property tax revenues.

In the May Revision, the State Administration proposed that the Legislature place before the statewide voters in November a constitutional amendment to enact changes to state-local financing and intergovernmental relations. The measure would greatly restrict state authority to reduce noneducation local government taxes, except for a $1.3 billion shift from local governments in 2004-05 and 2005-06. Resolution of this issue is still pending and part of the finalization of the State budget. Final resolution is anticipated this week.

SB 1212 is one of several proposals introduced this year to reform California’s state-local fiscal relationship and is the most similar to the Governor’s pending agreement with the local governments.

Other Legislative Changes Being Pursued

Design Build

There were three separate bills related to design-build procurements. One of the bills, SB 1793 (McPherson) authorizes four transportation authorities, including SANDAG, to use a design-build process for bidding on one highway construction project with a cost of at least $50 million within the jurisdiction of the applicable transportation authority. The other two related bills are AB 1210 (Torlakson) and AB 3048 (Oropeza). Recent amendments to the three bills delete prior contents and insert intent language. The purpose of the amendments is to allow one of the measures to serve as a vehicle for a conference committee that would be established to take a comprehensive approach at developing proposals for design-build, and private financing for transportation infrastructure projects.
Queue Jumping

AB 1951, introduced by Assembly Member Benoit, would amend the California Vehicle Code to make it a violation for a driver of a vehicle to fail to obey a sign or a signal defined as regulatory in the federal Manual on Uniform Traffic Control Devices (MUTCD). Buses and light rail vehicles are identified and given priority control in the MUTCD. Examples of priority control include displaying of early or extended green signal indications at an intersection to assist public transit vehicles in remaining on schedule, and special phasing to assist public transit vehicles in entering the travel stream ahead of the platoon of traffic, known as queue jumping. This bill resides on the Senate floor.

Proposed Legislative Change to California Environmental Quality Act (CEQA)

At the June 4, 2004, Transportation Committee meeting, Councilmember Monroe (Coronado) requested SANDAG’s support of the City of Coronado’s efforts for a legislative change to the California Environmental Quality Act (CEQA) law. Specifically, Coronado is considering pursuing a CEQA exemption for temporary short-term (six-month) traffic solutions implemented on a trial basis. CEQA law is very complex and not easily changed. Staff has had preliminary conversations with Dan Carrigg from the League of California Cities on the best course of action.

State Budget

The May Revise proposed to provide $1 billion from renegotiated Indian gaming compacts to fund transportation projects in 2004-05 and would complete the early repayment of the 2005-06 statutory obligations for the General Fund to repay transportation loans made over the last few budget cycles. The Governor and the Legislature approved legislation, Assembly Bill (AB) 687, on July 1 providing for this proposal.

AB 687, authored by Assembly members Nunez and McCarthy, and co-authored by Senator Burton, ratifies and enacts amended compacts with five California Indian Tribes to allow gambling to be conducted on their lands. The bill provides for the payment of $1.24 billion to the State of California, financed by a specified bond through the infrastructure and Economic Development Bank to be repaid over 18 years, with the proceeds of the sale to be deposited to various transportation funds and accounts. The bill also provides that the proceeds of the bonds be used to repay the Traffic Congestion Relief Fund (TCRF) for loans due in 2005-06, then the advanced payment of funding for local streets and roads due in 2008-09, then the Transportation Deferred Investment Fund (TDIF) for the 2004-05 suspension, and then the TDIF for the 2003-04 suspension. This bill was signed by the Governor on July 1. The breakout of the $1.2 billion in revenues is as follows:

- $457 million to the State Highway Account (SHA)
- $290 million for new allocations in the Traffic Congestion Relief Program (TCRP)
- Up to $192 million for local streets and roads
- Up to $275 million for Public Transportation Account capital expenditures.

We have been informed that there will be a shift in a budget trailer bill of $100 million of the AB 687 allocations from the TCRP to the SHA. The trailer bill should emerge in the context of the approval of the 2004-05 state budget over the next several days.

This week we also received news (Attachment 2) about an emerging change to the FY 2004-05 Budget from our Legislative Representative in Sacramento that would have a negative effect on transportation. The change takes $200 million of the General Fund monies that had been earmarked for transportation in the May Revise. The Governor’s May Revise included $383 million for the TCRP
($163 million), STIP ($184 million), and the Public Transportation Account (PTA) ($36 million). The reduction of the $200 million would decrease the allocation to the STIP to $20 million and the PTA would be reduced to zero. As a compromise, the Legislative Leadership and the Governor have agreed that any additional revenues from renegotiated compacts above the $1 billion already earmarked would also be dedicated to transportation purposes.

Proposition 42 Loophole

Proposition 42 included a provision that authorized the suspension of revenues intended for the purpose of transportation in whole or in part for a fiscal year during a fiscal emergency with a proclamation by the Governor and the enactment of a statute by a 2/3 vote of both houses. There are strong efforts to support Assembly Constitutional Amendment (ACA) 24, which would delete this provision and instead authorize the Legislature to loan funds under certain circumstances and requires repayment with interest.

SIGNIFICANT STATE SCHEDULE REMAINING

July 2 Summer Recess begins at the end of this day’s session if the Budget Bill has been enacted

SIGNIFICANT FEDERAL SCHEDULE REMAINING

June 28-July 5 Senate not in session
July 6 Senate reconvenes
July 26-September 6 Senate not in session
September 7 Senate reconvenes
October 1 Target adjournment

The following letters were sent during the month of June:

• Support of the Governor Schwarzenegger’s Flex Your Power Pump initiative with a recommendation to include the mode choices of ridesharing, transit, bicycling, and telecommuting to their website.

• Support of Environmental Streamlining, including current proposals to delegate responsibility for conducting environmental review processes as required by the National Environmental Policy Act (NEPA) of 1969 to the states.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Ellen Roundtree, (619) 699-6960; ero@sandag.org
<table>
<thead>
<tr>
<th>General Description of Goal</th>
<th>Priority</th>
<th>Board Position</th>
<th>Position Date</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>STATUS</th>
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<tbody>
<tr>
<td>Reauthorization of ½ percent sales tax (TransNet) for 40 years, which is estimated to bring over $14 billion (2002 dollars) to San Diego.</td>
<td>1</td>
<td>Highest</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>On May 28, 2004 the SANDAG Board of Directors approved the second reading and adopted the ordinance to place on the November 2004 ballot.</td>
</tr>
<tr>
<td>Lower the current two-thirds voter requirement for special purpose taxes (i.e. transportation) to a simple majority vote.</td>
<td>2</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>A myriad of bills were introduced last year: ACA 7 (Dutra) Inactive File; ACA 9 (Levine) Inactive File; ACA 14 (Steinberg) Inactive File. SCA 7 (Murray) held under submission; SCA 11 (Alarcon), Location: Senate Third Reading.</td>
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<td>Reauthorization of a six-year transportation bill, including increased levels of funding for highway and transit programs, railroad and highway safety, goods movement, and other programs such as the New Starts and Small Starts Program, Intelligent Technology Systems (ITS), Borders, Bus, and Bus Related (including the eligibility of Bus Rapid Transit). Support for inclusion of Board-adopted principles including increased flexibility, environmental streamlining, change to the requirement for Regional Transportation Plans from three years to five years, and requests for earmarks for projects as included in the list of priority projects.</td>
<td>3</td>
<td>Highest</td>
<td>Support/Sponsor</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>The Administration’s Bill, SAFETEA proposes $256 billion; the Senate bill (S. 1072) proposes $318 billion; the House (H.R. 3550) proposes $275 billion and includes a re-opener to increase the guaranteed rate of funding returned to the states. Conferences include Senator Boxer and Congressman Filner. An extension through July 31, 2004 has been authorized.</td>
</tr>
<tr>
<td>FY 2005 Appropriation requests as included in the project funding request list.</td>
<td>4</td>
<td>Highest</td>
<td>Sponsor</td>
<td>2003</td>
<td>X</td>
<td></td>
<td>X</td>
<td>The House and Senate Appropriations Committees plan to mark up as many of the 13 individual appropriations bills as possible during the summer months. The transportation appropriations mark up is anticipated in July 2004.</td>
</tr>
<tr>
<td>Legislation rewarding jurisdictions producing more housing, especially affordable housing (e.g., housing trust funds and other smart growth housing-related programs).</td>
<td>5</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>A variety of housing bills relating to land use, housing elements, and local planning: AB 1970 (Harmon), authorizes a city that meets specified requirements to adopt a housing element that makes no provision for new housing or the share of regional housing needs, first</td>
</tr>
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<tr>
<td>legislation assisting in the implementation of the regional comprehensive plan, especially through funding incentives for smart growth (including, but not necessarily limited to, mixed-use projects, transit-oriented developments, and/or walkable communities).</td>
<td>6</td>
<td>Highest</td>
<td>Support</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>hearing was canceled by author; AB 2158 (Lowenthal), defines existing and projecting housing need; AB 2348 (Mullin), allows a city or county to reduce its share of regional housing needs by 15 percent under prescribed conditions. Both AB 2348 and AB 2158 have passed Senate Housing and Community Development and reside in Senate Appropriations. They are dependant upon each other for enactment and operations. SB 1777 (Ducheny), changes the requirement for the Department of Housing and Community Development to update the statewide housing plan from two years to four years. Placed on inactive file by Assembly member Calderon. Transit Village Plan, relates to the Transit Village Development Planning Act and states that the plan must show 13 public benefits: traffic relief, infill and resource preservations, air quality, improvements, pedestrian safety, increased transit revenues, nearby retail, more affordable housing, job opportunities, neighborhood redevelopment, cost-effective infrastructure, live-work options, increased local tax, and reduced energy consumption; the bill also defines transit to include rail stations, light rail stations, ferry terminals, a bus hub or a bus transfer station. AB 1320 (Dutra), Approved by the Governor 5/19/04. Chapter P5 5/22/04.</td>
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<td>Fiscal reform initiatives enabling regions to develop their own fiscal strategies and oppose unfunded mandates on local government.</td>
<td>7</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>SB 1592 (Torlakson) According to the sponsor, this bill will provide developers with real incentives that reduce costs and hassles and encourage them to build housing and commercial projects in existing “greenfields” At the same time, it provides local governments with the flexibility to choose the incentives that best fit their needs and the time to fund and incorporate the effort into the next housing element revision. Hearing canceled at the request of author.</td>
</tr>
<tr>
<td>Senator Ducheny introduced SB 1212 on February 11, 2004. Passed Senate Floor; Location: Assembly Appropriations. Other fiscal reforms bills include SCA 22, SB 1774, ACA 30, AB 3105. SB 1774 is the companion bill to SCA 22. SCA 22, the California Constitution requires that certain revenues derived under the Vehicle License Fee law be allocated to cities and counties. This measure would repeal this constitutional allocation requirement on July 1, 2005. SB 1774, an urgency measure, implements a constitutional measure to exchange $7 billion in local sales tax and VLF revenues for an equivalent amount of schools’ share of the property tax. It also gives local governments that have planned new retail developments an additional share of schools’ property tax and phases out &quot;excess&quot; property tax revenues to basic aid school districts. (Johnson and Torlakson) is similar to the California Home Rule Amendment;</td>
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<td>Efforts to backfill the loss of Vehicle License Fees (VLF) to cities and counties.</td>
<td>8</td>
<td>Highest Support</td>
<td>2003</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Passed Senate floor, Location: Assembly Local Government Committee hearing canceled by author. SCA 22, companion bill to SB 1774 passed Senate Local Government, SCA 22- Senate Appropriations hearing postponed by author. AB 3105 is the companion bill to ACA 30 (Campbell and Steinberg) and both bills are opposed by many cities. Author’s intent: AB 3105 (Campbell Steinberg) and its companion measure ACA 30 will constitutionally protect local revenue sources. This is intended to remove the instability in local government finance by reducing the influence of the volatile sales tax and vehicle license fee in exchange for the more stable property tax. AB 3105 and ACA 30 Passed Assembly Local Government, Location: Assembly Revenue and Taxation, hearing canceled by author. On December 17, 2003, Governor Schwarzenegger exercised his executive branch power to ensure that scheduled payments will be made to cities and counties. Section 27 of the 2003 Budget Act allowed the Governor to spend approximately $2.7 billion for local governments over the balance of the current budget year. In addition $150 million in current year spending was re-directed to local governments. AB 1457 (Committee on Budget) Urgency Bill Chaptered on May 4, 2004: Suspend a &quot;Poison Pill&quot; provision through</td>
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<td>Efforts that would reduce transportation funding and challenges existing regional decision-making authority.</td>
<td>9 Higher</td>
<td>Oppose</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
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<td>The Governor’s May Budget Revise is much more positive for transportation than the January proposal. Highlights: 1) the GARVEE cap of $800 million has been eliminated 2) $383 million is proposed to fund transportation programs in 2004-05 as follows: TCRP $163 million, PTA $36 million, SHA $184 million 3) the January proposal to repeal the TCRP program and suspend the $189 million appropriated in the 2003-04 Budget is withdrawn. Conference Committee members are still negotiating the final budget. There is a potential change to take $200 million of the General Fund monies that had been earmarked for transportation in the May Revise. Assembly Bill 687, authors Assembly members Nunez and McCarthy, and Senator Burton, provides that net proceeds from the Indian gaming bond will be used to...</td>
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<td>repay the Transportation loans was signed by the Governor on July 1. Location: Senate</td>
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<td>On the federal side, there are current efforts (S. 1637, Grassley) to eliminate a financing tool that transit agencies have used since 1990, known as Cross Border Leasing. The region has realized over $20 million from this mechanism. Part of a larger bill to amend the IRS Code of 1986 to simplify the international taxaction rules. Passed the Senate 5/11/04</td>
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<td>AB 2498 (Longville) modifies the Freeway Service Patrol Grant program, this could potentially reduce funding for this program in San Diego if more entities join in the program and the base amount is not increased. Passed the Assembly Floor; Passed Senate Transportation on 6/29/04; the bill states that no local entity shall be penalized for having an existing freeway service patrol.</td>
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<td>ACA 21 (Bogh) and SCA 21 (Murray) would provide a constitutional amendment that would change the vote requirement to 4/5 of membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of motor vehicle fuel sales tax revenue from the General Fund to the Transportation Investment fund. Location: ACA 21 failed passage; SCA 21 Senate Appropriations hearing postponed by author.</td>
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<td>ACA 29 (Harman) would delete the provision authorizing the Governor and</td>
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<td>the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency; Location: Assembly Appropriations, held under submission. ACA 24 (Dutra and Oropeza). Purpose of this measure is to stop future suspensions of Proposition 42 transfers; authorizing loans under certain conditions. Location: Assembly Appropriations, held under submission.</td>
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<td>Efforts assisting in the implementation of key environmental efforts including habitat conservation, planning beach restoration and replenishment, and water quality issues.</td>
<td>10</td>
<td>Higher Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>SB 2105, introduced by US Senator Lautenberg in February 2004, restores and maintains the shores, beaches, and other coastal resources of the United States and maintains funding levels to carry out beach and shore protection projects. AB 392 (Montanez) establishes a grant program for Community Based Transportation Planning and Environmental Justice: a single grant could not exceed $300,000. Bill failed passage out of the Senate Transportation Committee on 6/29/04, reconsideration has been granted.</td>
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<td>Mechanisms and funding to provide for the implementation of Mobility 2030 including Congestion Pricing Program, Managed Lanes, High-Occupancy-Toll (HOT) Lanes, and the alleviation of current constraints on transponder technology; and other mechanisms that provide for more efficient use of highways and local roads.</td>
<td>11</td>
<td>High Support</td>
<td>2002/2003</td>
<td>X</td>
<td></td>
<td></td>
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<td>AB 2032, authored by Dutra, Kehoe and Alpert, authorizes single users to use HOV lanes for a fee. Passed Assembly Floor, Passed Senate Transportation 6/29/04 AB 1951 related to bus priority signalization has passed Senate Transportation, Location: Senate</td>
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<td>Extending the housing element self-certification pilot program; participating in activities related to legislative and administrative reform of the state housing element law.</td>
<td>12</td>
<td>Sponsor/Support</td>
<td>2002</td>
<td>X</td>
<td></td>
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SB 492 was introduced last year by Senator Ducheny to extend SANDAG’s self-certification pilot program. Location: Assembly Appropriations-consent calendar. Other bills: AB 2980 (Salinas). This bill would establish a statewide alternative production-based, self-certification process for the housing elements of cities and counties. The key provisions of the bill specifying the production standard that cities and counties would be required to meet in order to self-certify their housing elements have been left blank, to allow the bill to move forward while the various stakeholders, including the Housing Element Working Group, which includes representatives from the Housing and Community Development (HCD), cities, counties, COGs (including SANDAG), the building industry, and housing advocates strive to reach consensus. Location: Assembly Appropriations, hearing postponed by committee.

AB 2158 (Lowenthal). This bill would enact consensus-based changes proposed for the regional housing needs allocation (RHNA) process by the Housing Element Work Group.

AB 2348 (Mullin) proposes numerous changes to the provisions of housing element law pertaining to the land inventory, adequate sites, and permitted use, based on the work of the Housing Element Work Group (HEWG). Highlights
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<td>Transit boards' legislative program consistent with SANDAG policy.</td>
<td>13</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>AB 2085 (Montanez), sponsored by the Southern California Regional Rail Authority's Metrolink Commuter Rail, increases the penalty for approaching or attempting to traverse a railroad grade crossing in an unsafe manner. Passed Assembly Floor; and Senate Transportation; Location: Senate.</td>
</tr>
<tr>
<td>In accordance with the Border Committee and COBRO recommendations, enhancing of border security and reducing wait times; pursuit of funding and legislation supporting interregional partnerships and bi-national trade and border projects.</td>
<td>14</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Seek funds to implement the Regional Energy Strategy (RES); respond to legislation related to energy consistent with RES principles.</td>
<td>15</td>
<td>Higher</td>
<td>Support/Sponsor</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>There have been a variety of bills introduced related to energy; AB 1966 (Campbell) would develop incentives to produce hydrogen; Passed Assembly Floor, Location: Senate Energy, Utilities, and Communications, hearing canceled by author.</td>
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<td>AB 2473 (Wolk) related to the use of solar energy. Passed Assembly Floor, Location: Failed passage; amended and re-referred to Senate Committee on Local Government.</td>
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<td>Local Government Ballot Initiative, a constitutional amendment sponsored by the California League of California Cities, the California State Association of Counties, and the California Special Districts Association, that would allow voters to decide whether state government may appropriate local tax funds to fund state government operations and responsibilities.</td>
<td>16</td>
<td>High Support</td>
<td>2003</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>On May 28, 2004, the Secretary of State notified the coalition that the Local Taxpayers and Public Safety Protection Act has qualified for the November Ballot. Current efforts by the Governor and local government on an alternative initiative are in process.</td>
</tr>
<tr>
<td>Aggressively seek Homeland Security Funding for ARJIS, and transit and freight corridors.</td>
<td>17</td>
<td>Medium Sponsor</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>In FY 2004, by formula, the COASTER commuter rail received $800,000 for security improvements on the railroad. Federal Bill S. 2216 would create authorization for funding railroad security programs. Referred to Committee on Commerce, Science, and Transportation. S. 2273 (McCain), a federal bill to provide increased rail transportation security, authorizes appropriations for a rail security assessment, a pilot program for random security screening of passengers and baggage, tunnels in New York, Baltimore and the Potomac, system-wide Amtrak security upgrades, freight and passenger rail upgrades, and rail security research and development. S. 2453 (Shelby) to award grants to public transportation agencies to improve security, includes authorization to appropriate for a capital security program, operational security assistance program, and research.</td>
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<td>H.R. 4476 (Lynch), would provide for the security and safety of rail and rail transit transportation systems. H.R. 4604 (Young, Quinn, and Porter); introduced on 6/17/04, titled “The Protecting Railroads against Enemy Efforts through Modernization, Planning and Technology Act” (PREEMPT) is designed to expand and improve anti-terrorist security programs of passenger railroad and freight rail systems.</td>
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<td>Examples of potential new revenue sources: Federal bill HR 3611-Metropolitan Congestion Relief Act to be funded at $2 billion annually for six years each fiscal year (FY 2004-09). Federal bill HR 2220 related to NAFTA would authorize $200 million for corridors that connect borders between the U.S. and Mexico and the U.S. and Canada each fiscal year (FY 2004-09). SB 1614 (Torlakson) imposes a 10 cent fee on each gallon of gas, 9 cents of the revenues to be used to finance maintenance, operation, and construction of the state highway and local streets and road system, 1 cent for environmental programs to mitigate the air impacts of motor vehicles. Second hearing was canceled by author.</td>
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<td>Condition of, existing upon, or that occurs on, a street, highway, road, sidewalk, or other access adjacent to, or leading to or from, public property not owned or controlled by that public entity. The measure is intended to overturn the recent decision in Bonanno v. Central Contra Costa Transit Authority in which the California Supreme Court held, based on well-established case law, that public entities may be subject to liability when their facilities are located in physical situations that unnecessarily increase the danger to those who, exercising due care themselves, use the facilities in a reasonably foreseeable manner. Failed passage in Assembly Judiciary on May 4, 2004. AB 1793 Design Build Contracting (McPherson). This bill would provide SANDAG, along with three other authorities, the ability to enter into design build contracts for one project in each jurisdiction. Amended on 6/23/04, original language has been deleted and replaced with intent language with the intention to work on in conference committee.</td>
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<td>Legislation related to personnel matters, i.e., Workers Compensation, Public Employees Retirement System (PERS), benefits.</td>
<td>20</td>
<td>Lower</td>
<td>Monitor and Respond</td>
<td>2003</td>
<td></td>
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<td>There was a myriad of bills related to Worker’s Compensation Introduced in the extraordinary session; a high priority of Governor Schwarzenegger is Workers Compensation Reform. SB 899 (Poochigan) signed into law on April 19 as an urgency measure and therefore effective immediately.</td>
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<td>Legislation affecting solid waste, water supply, and storm water; support funding opportunities to assist in these areas.</td>
<td>21</td>
<td>Lower Monitor and Respond</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>FY 2004 Appropriations: $750,000 for San Diego Water Authority; water desalinization program, $800,000 for the Olivenhain Municipal Water District.</td>
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<tr>
<td>Other organizations’ legislative programs where consistent with SANDAG policy, i.e., CALCOG (California Association of Councils of Governments) APTA (American Public Transportation Association), AMPO (Association of Metropolitan Planning Organization), NARC (National Association of Regional Councils), and CTA (California Transit Association).</td>
<td>22</td>
<td>Lower Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
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<td></td>
<td>These organizations are closely monitoring federal legislation reauthorizing transportation programs as well as potential repercussions related to the state’s budget problems. Staff continues to participate in these discussions.</td>
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MEMORANDUM

TO: Gary Gallegos, SANDAG  
   Craig Scott, SANDAG  
   Ellen Roundtree, SANDAG

FROM: Mark Watts

DATE: June 29, 2004

SUBJECT: Transportation Budget Update - Disappointing News

In meetings last night and this morning with the Governor's Senior Staff, I was informed of late emerging changes to the 2004-05 Budget that will have a negative effect on transportation programs. As part of the final round of budget closing discussions, Democratic Leadership requested some of the General Fund monies earmarked for transportation to be redirected instead to the General Fund, which after a counter offer by the Governor was concurred with, in the amount of $200 million.

As a reminder, the Governor's May Revise provided $383 million in General Fund and related fungible resources to ensure that there was sufficient cash to maintain current TCRF contracts ($163 million), to maintain the integrity of the first year of the 2004 STIP ($189 million), and inject a minor amount for transit capital projects ($36 million). The fund sources for these allocations amounted to $243 million from the General Fund and $140 million from half of the PTA spillover.

This last minute budget deal would take $200 million out of the General Fund piece, leaving a total cash commitment of $83 million with $163 million still going to TCRP, but only $20 million available for the STIP.

In exchange for this take back of General Fund resources, the Legislative Leadership and the Governor agreed that any additional revenues from renegotiated compacts above the $1 billion already earmarked would also be dedicated to transportation purposes.

I have discussed this with CTC staff and my impression is that with so little new funding earmarked for the STIP under this proposal, they will not be in position to commence with new STIP allocations until we know the fate of the Indian Gaming Revenue Bonds which is tied to the defeat of the Gaming Initiatives on the November ballot.

TCRP allocations with planned expenditures in 2004-05 can continue to expect to receive those allocations under this modified funding approach. New TCRP construction, non-construction and LOMP’s will need to await the outcome of the November elections. Please feel free to call me to talk about project details for existing allocated TCRP projects.
REVIEW OF JULY 23, 2004 DRAFT BOARD AGENDA

ITEM # | RECOMMENDATION
--- | ---
1. APPROVAL OF JUNE 25, 2004 MEETING MINUTES | APPROVE
2. ADDITIONS AND DELETIONS | 
3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS | 

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

CONSENT ITEMS (4 THROUGH ----)

4. ACTIONS FROM POLICY ADVISORY COMMITTEES | APPROVE
5. FINAL 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) (Sookyung Kim) | ADOPT

SANDAG, as the Metropolitan Planning Organization (MPO), is required by state and federal laws to develop and adopt an (RTIP) every two years. The RTIP, a multi-year program of proposed major highway, arterial, transit, and nonmotorized projects, including the TransNet Program of Projects, covers Fiscal Years 2005 to 2009, and is due to the state by August 1, 2004. At the July 16, 2004, meeting, the Transportation Committee received public testimony and recommends the adoption of the draft 2004 RTIP including the draft Air Quality Conformity Analysis and the draft air quality re-determination of the 2030 Revenue Constrained RTP and submittal of the Final 2004 RTIP to the State Department of Transportation.
6. FINAL PUBLIC EMPLOYEES RETIREMENT (PERS) RESOLUTION (Leslie Campbell)

As a final administrative act to complete the consolidation of SANDAG with transferred functions from the Metropolitan Transit System (formerly Metropolitan Transit Development Board) and North County Transit District, our individual contract with CalPERS must be amended. The Board approve the “Resolution of Intention to Approve an Amendment to Contract” and the “Certification of Governing Body’s Action” on June 25, 2004. The required 20 days waiting period has passed and this item is the second reading for the resolution. Upon review and approval by the Board, our new PERS contract will be initiated.

7.

8.

CHAIR’S REPORT

9. RECOGNITION OF COUNCILMAN RON MORRISON FOR HIS SERVICE AS CHAIRMAN OF SANDAG

Hon. Ron Morrison completed two years of service as the Chairman of the SANDAG Board of Directors from July 2002 to June 2004. During his tenure, Councilman Morrison help lead the completion of the 2030 Regional Transportation Plan, the development of the Regional Comprehensive Plan, and the drafting of the TransNet extension ordinance and expenditure plan. In addition, Chairman Morrison has helped guide the implementation of the new consolidated SANDAG as mandated by state law.

10. REPORT ON NATIONAL ASSOCIATION OF REGIONAL COUNCILS (NARC) ANNUAL CONFERENCE (Tom Larwin)

The Chair and two other Board members attended the NARC Annual Conference in Chicago, Illinois, from June 26-29, 2004. A report on the conference highlights is provided.

11. APPOINTMENT OF POLICY COMMITTEE CHAIRS AND VICE CHAIRS (Hon. Mickey Cafagna, Chairman)

The Bylaws provide that the Board Chair annually appoints the Chairs and Vice Chairs of the Policy Advisory Committees.

12.
REPORTS

13. FINAL REGIONAL COMPREHENSIVE PLAN (RCP) AND ENVIRONMENTAL DOCUMENTATION (Hon. Lori Holt Pfeiler, Chair, Regional Planning Committee)

A. CERTIFICATION OF FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (EIR) (Rob Rundle)

SANDAG has prepared a Program EIR for the RCP. Comments and responses are included as Appendix B of the document. The Regional Planning Committee recommends that the Board certify the Final EIR, adopt the findings and Statement of Overriding Considerations, and adopt the Mitigation Monitoring and Reporting Program in accordance with the California Environmental Quality Act.

B. ADOPTION OF FINAL REGIONAL COMPREHENSIVE PLAN (RCP) (Carolina Gregor)

After two years of participating in the drafting of the RCP and providing policy direction on key regional issues, the Regional Planning Committee recommends that the SANDAG Board of Directors adopt the final Regional Comprehensive Plan. Adoption of the plan provides the region with a long-term planning and implementation framework for the San Diego region based on sustainability and smart growth principles.

14. INTERSTATE 15 INTERREGIONAL PARTNERSHIP (I-15 IRP) - FINAL REPORT (Hon. Crystal Crawford, Chair, I-15 Interregional Partnership Committee; Susan Baldwin)

The Board is being asked to approve the final report for the I-15 Interregional Partnership (I-15 IRP). This report is the final product of a three-year project funded by the California Department of Housing and Community Development (HCD). The report contains transportation, housing, and economic development strategies to address the jobs/housing and related transportation issues that have arisen over the past ten years between the San Diego region and southwestern Riverside County.

16. UPCOMING MEETINGS

The next Board of Directors business meeting is scheduled for Friday, August 27, 2004 at 9 a.m.

17. ADJOURNMENT

GARY L. GALLEGOS
Executive Director