



Executive Committee Agenda

**Friday, February 9, 2024
9 a.m.**

Welcome to SANDAG. The Executive Committee meeting scheduled for Friday, February 9, 2024, will be held in person in the SANDAG Board Room. While Executive Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

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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 Executive Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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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, February 9, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Executive Committee that is not on the agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Executive Committee members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Victoria Stackwick, Tessa Lero, SANDAG

Approve

The Executive Committee is asked to approve the minutes from its January 12, 2024, meeting.

[Meeting Minutes.pdf](#)

Reports

+3. Proposed 2024 Legislative Program

Robyn Wapner, Hannah Stern, Jose Alvarez, Hector Vanegas, SANDAG; and Peter Peyser, Peyser Associates LLC

Recommend

The Executive Committee is asked to recommend that the Board of Directors approve the proposed 2024 Legislative Program.

[Proposed 2024 Legislative Program.pdf](#)

[Att. 1 - Proposed 2024 Legislative Program.pdf](#)

[Att. 2 - EW Legislative Activity Report.pdf](#)

[Att. 3 - PA Legislative Activity Report.pdf](#)

+4. Review of Draft Board Agendas

Robyn Wapner, Ariana Galvan, SANDAG

Approve

The Executive Committee is asked to approve the draft agenda for the February 23, 2024, Board of Directors meeting. Staff will present a verbal update on the March 8, 2024, Board of Directors meeting agenda.

[Draft February 23, 2024, BOD Meeting Agenda.pdf](#)

5. Adjournment

The next meeting of the Executive Committee is scheduled for Friday, March 8, 2024, at 9 a.m.

+ next to an agenda item indicates an attachment

February 9, 2024

January 12, 2024, Meeting Minutes

[View Meeting Video](#)

Chairwoman Nora Vargas (County of San Diego) called the meeting of the Executive Committee to order at 9:03 a.m.

1. Public Comments/Communications/Member Comments

Public Comments: Michael Brando, Mark, Alan C., Blair B., The Original Dra

Member Comments: None.

Consent

2. Approval of Meeting Minutes

The Executive Committee was asked to approve the minutes from its December 8, 2023, meeting.

3. Review of Draft Board Agenda

The Executive Committee was asked to approve the draft agendas for the January 26, 2024, and February 9, 2024, Board meetings. The January 26, 2024, agenda was amended to remove the Otay Mesa East Toll Revenue Agreement and the San Dieguito Double Track items from consent and to add the Office of the Independent Auditor's revised annual audit plan to the consent agenda and a closed session litigation item to reports.

Public Comments: Mark, The Original Dra, Blair B., Paul the Bold

Action: Upon a motion by Second Vice Chair Lesa Heebner (North County Coastal), and a second by Councilmember John Duncan (South County), the Executive Committee voted to approve the Consent Agenda, as amended.

The motion passed.

Yes: Chairwoman Vargas, Vice Chair Sean Elo-Rivera (City of San Diego), Second Vice Chair Heebner, Councilmember Jack Shu (East County), Mayor Rebecca Jones (North County Inland), and Councilmember Duncan.

No: None.

Abstain: None.

Absent: None.

Reports

4. Preliminary FT 2025 Program Budget and Strategic Framework

Director of Financial Planning, Budgets and Grants Susan Huntington presented preliminary information on the development of the FY 2025 Program Budget.

Public Comments: Mark, Paul the Bold, Phone #899, The OriginalDra

Action: Information only.

5. Legislative Status Report

CEO Clementson presented the update on SANDAG legislative and policy activities.

Public Comments: Mark, Truth, Consuelo, Alan C., The Original Dra, Paul the Bold, Blair B.

Action: Information only.

Continued Non-Agenda Public Comments: Paul the Bold, Phone #731

6. Adjournment

The next meeting of the Executive Committee is scheduled for Friday, February 9, 2024, at 9 a.m.

Chairwoman Vargas adjourned the meeting at 10:12 a.m.

DRAFT

Confirmed Attendance at Executive Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attend
City of San Diego	Vice Chair Sean Elo-Rivera	Primary	Yes
	Councilmember Raul Campillo	Alternate	No
	Councilmember Vivian Moreno	Alternate	No
County of San Diego	Chairwoman Nora Vargas	Primary	Yes
	Supervisor Monica Montgomery Steppe	Alternate	No
East County	Mayor Racquel Vasquez	Primary	No
	Councilmember Jack Shu	Alternate	Yes
North County Coastal	Mayor Lesa Heebner, 2nd Vice Chair	Primary	Yes
	Councilmember Melanie Burkholder	Alternate	Yes
North County Inland	Mayor Rebecca Jones	Primary	Yes
	Mayor Steve Vaus	Alternate	Yes
South County	Vacant	Primary	No
	Councilmember John Duncan	Alternate	Yes
Ex-Officio Members	Name		Attend
Chair, Transportation Committee	Councilmember Jack Shu		Yes
Chair, Public Safety Committee	Councilmember Jose Rodriguez		No
Chair, Borders Committee	Mayor Pro Tem Matthew Leyba-Gonzalez		No
Chair, Audit Committee	Councilmember David Zito		No
Chair, Regional Planning Committee	Supervisor Terra Lawson-Remer		No

February 9, 2024

Proposed 2024 Legislative Program

Overview

Each year, the Executive Committee recommends a legislative program to the Board of Directors to guide SANDAG's legislative activities. Consistent with past programs, the proposed 2024 Legislative Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision.

Action: **Recommend**

The Executive Committee is asked to recommend that the Board of Directors approve the proposed 2024 Legislative Program.

Key Considerations

The proposed 2024 Legislative Program remains relatively the same as the prior year.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

The substantive revisions proposed would add two new items to monitor:

Goal No. 29: Legislation and policies impacting the development and implementation of Alternative Planning Strategies, as well as planning requirements set forth by the California Air Resources Board other state agencies.

Goal No. 30: Legislation relating to transportation operating agency coordination.

There are growing discussions at the state level around Alternative Planning Strategies and Regional Plan requirements which could impact SANDAG. Similarly, there is an ongoing focus on better coordination among transportation agencies that could be relevant to SANDAG and the region's transit agencies. As such, these two new goals are proposed to ensure an appropriate level of attention is focused on any new developments around these topics.

Other minor revisions have been included throughout the program to be consistent with current agency practices and work plans.

Attachment 1 shows all of the proposed revisions in tracked changes.

Next Steps

If recommended by the Executive Committee and adopted by the Board, staff will use the Legislative Program to guide SANDAG legislative advocacy and activities.

Robyn Wapner, Director of Public Affairs

- Attachments:
1. Proposed 2024 Legislative Program
 2. Ellison Wilson Legislative Activity Report – January 2024
 3. Peyser & Associates Legislative Activity Report – January 2024

2024 LEGISLATIVE PROGRAM

2024 Legislative and Policy Programs

The SANDAG Legislative and Policy Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision. In 2024, SANDAG will work to support the following initiatives:

No.	SUPPORT
1	Efforts to inform the next Federal Surface Transportation Authorization, including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), active transportation, and tribal transportation planning.
2	Resources and funding mechanisms consistent with financial strategies adopted in the Regional Plan, including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and higher pass-through maintenance/preservation funding.
3	Expanded access to resources and technical tools that will enable SANDAG to implement the Regional Plan.
4	Efforts that address border transportation infrastructure needs consistent with the Regional Plan and California-Baja California Border Master Plan.
5	Policy and/or legislative changes to streamline the California Environmental Quality Act (CEQA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way.
6	Policy and/or legislative changes to improve the planning and implementation of the Regional Plan.
7	Capital and sustaining operations funding for public transit funding and continued support for intercity rail, including funding to promote zero fare public transit and sustaining operations funding, as well as funding to increase specialized transportation for non-profit organizations and transit operators.
8	Efforts to advance connected and autonomous vehicle technology to enhance transportation safety, sustainable and efficient mobility, a healthier environment, and economic growth and job creation.
9	Efforts to advance clean energy and clean transportation policies, programs, and legislation for the region that are consistent with the Regional Energy Strategy, the Zero Emission Freight Transition at the California-Baja California Border Plan, and Regional Plan.
10	Incentives to jurisdictions that provide opportunities for more housing, including affordable and transit-oriented developments; efforts to create social housing to address the shortage of affordable homes by developing publicly owned housing for people of all income levels; regional fair-share allocation of housing funds; and providing additional affordable housing funding with greater local/regional control.

No.	SUPPORT
11	Policy and funding to support safe conditions for those who walk, cycle, roll, drive , and use alternate transportation, and reach a Vision Zero goal.
12	Efforts to pursue funding and enact policies, programs, legislation, and other initiatives that advance equity and inclusion, including eliminating the digital divide.
13	Policies and/or legislation implementing climate action and adaptation plans and programs, including cap-and-trade, that are consistent with the Regional Plan.
14	Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems.
15	Efforts to pursue funding at both the state and federal levels to improve public safety and security in the San Diego region through Automated Regional Justice Information System operations and enhancements, regional transportation system improvements, and activities related to regional emergency preparedness, prevention, and response to catastrophic events.
16	Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments.
17	Efforts assisting in the implementation and funding of key environmental issues, including environmental mitigation, climate resiliency , habitat conservation, planning, beach restoration and replenishment, and water quality-related issues.
18	Efforts to expand available methods of transportation project delivery, including design-build, design sequencing, construction manager/general contractor, and other alternative methods that expedite connectivity with state and federal systems.
19	Efforts to support funding opportunities and legislation that promote the implementation of effective and collaborative strategies and programs that maintain public safety and promote quality of life and public health, including initiatives that address substance abuse and graffiti abatement and reduce youth-and-gang criminal violence.
20	Legislation and/or policies that promote governmental efficiencies and cost savings.
21	Transit boards' legislative programs where consistent with SANDAG Policy.
22	Other organizations' legislative programs where consistent with SANDAG Policy (i.e., California Association of Councils of Governments, American Public Transportation Association, National Association of Regional Councils, California Transit Association, Self-Help Counties Coalition, League of California Cities, California State Association of Counties, Caltrans, International Association of Chiefs of Police, National Sheriffs' Association, California Police Chiefs Association, California State Sheriffs' Association, Coalition for America's Gateways and Trade Corridors (CAGTC), and National Association of Counties).
23	Lead efforts to pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law.

No.	MONITOR
24	Proposals that limit the use of eminent domain for public infrastructure projects.
25	Legislation affecting solid waste, water supply, and storm water; support funding opportunities to assist in these areas, and implementation of the Regional Plan.
26	Legislation relating to personnel matters (i.e., workers' compensation, Public Employee Retirement System benefits) and other labor related issues.
27	Legislation requiring local agencies to implement new administrative compliance measures.
28	Legislative efforts related to offshore oil drilling in the coastal waters within the San Diego region.
29	Legislation and policies impacting the development and implementation of Alternative Planning Strategies, as well as planning requirements set forth by the California Air Resources Board and other state agencies.
30	Legislation relating to transportation operating agency coordination.

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TO: SANDAG BOARD OF DIRECTORS
FROM: ELLISON WILSON ADVOCACY, LLC
SUBJECT: SANDAG LEGISLATIVE REPORT – JANUARY 2024

Legislative Overview

The Legislature returned to the Capitol on January 3rd to commence the second year of the 2023-24 Legislative Session. The remaining schedule for this legislative year includes the following key dates:

- January 19: Last day to submit bill requests to Leg. Counsel
- January 31: Last day for each house to pass bills introduced in that house in 2023
- February 16: Last day for bills to be introduced
- April 26: Last day for policy committees to hear first house fiscal bills
- May 3: Last day for policy committees to hear first house non-fiscal bills
- May 17: Last day for fiscal committees to hear first house bills
- May 24: Last day for each house to pass first house bills
- July 3: Last day for policy committees to hear all bills
- July 3-August 5: Summer Recess
- August 16: Last day for fiscal committees to hear all bills
- August 31: Last day for each house to pass bills
- September 30: Last day for Governor to sign or veto bills
- December 2: 2025-26 Regular Session convenes for Organizational Session

Senate Pro Tem Transition Date

Senate President pro Tempore Designee Mike McGuire is scheduled to be formally elected during the Senate Floor Session on Monday, February 5, 2024. He will succeed Toni Atkins, who has served as Pro Tem since March 21, 2018.

Governor Releases Budget Proposal to Close \$37.9 Billion Deficit

On January 10th, Governor Newsom kicked off the state's annual budget process by releasing his 2024-25 proposed budget. Of initial note, there is a significant discrepancy between the Governor's predicted budget shortfall of \$37.9 billion and the LAO's prior estimate of \$68 billion. According to the Governor, this difference boils down to Prop. 98 savings, workload reductions, new revenues, and "less pessimism" about the near future.

In order to close this deficit, the Governor has proposed to draw \$13.1 billion from the state's reserve accounts. The rest of the shortfall is balanced with \$8.5 billion in reductions, \$5.7 billion in internal

borrowing, \$5.1 billion in delays, \$3.4 billion in fund shifts, and \$2.1 billion in deferrals. The Governor's proposed budget maintains \$18.4 billion in budgetary reserves.

Of particular interest to SANDAG, the Governor has specifically proposed the following:

Transportation

The Governor's budget proposes adjustments to transportation infrastructure to account for a reduction in forecasted General Fund revenue. The Budget includes a reduction of \$1.1 billion General Fund, partially offset by \$791 million of Greenhouse Gas Reduction Fund (GGRF), for a net reduction of \$200 million. These adjustments will maintain a total of \$15.9 billion of the \$16.1 billion in recent one-time transportation investments. Specifically, the Governor has proposed the following solutions:

- **Active Transportation Program (ATP)**
 - A \$200 million reduction, leaving the ATP with \$850 million of the \$1 billion originally included as part of recent one-time transportation investments. To ensure no impact to previously awarded projects, \$200 million of ATP funding that was expected to be available for allocation in future cycles will instead be used to backfill the projects awarded in Cycle 6 of ATP.
 - A \$400 million delay from 2021-22 to align the budget with expenditure schedules, which will not have a programmatic impact.
- **Transit and Intercity Rail Capital Program (TIRCP) – Competitive Grants**
 - A delay of \$2.1 billion from 2021-22 to as late as 2027-28 to align the budget with expenditure schedules, which will not have a programmatic impact.
 - A shift of \$530 million from the General Fund to the GGRF, which will not have a programmatic impact.
- **Transit and Intercity Rail Capital Program (TIRCP) – Formula Grants**
 - A delay of \$1 billion from 2024-25 to 2025-26, leaving \$1 billion for this program in 2024-25.
 - A shift of \$261 million from the General Fund to the GGRF, which will not have a programmatic impact.
- **Highways to Boulevards Program**
 - A delay of \$150 million General Fund from 2021-22. The Administration estimates that approximately \$50 million will be spent in 24-25, 25-26, and 26-27, for the total of \$150 million.
- **Port and Freight Infrastructure Program**
 - A delay of \$100 million General Fund from 2021-22, which will not have a programmatic impact.

Housing

The Governor's proposed budget includes over \$1.2 billion General Fund in reductions over the multiyear period for various housing programs that received recent investments, leaving the total General Fund investment in affordable housing and homeownership programs at approximately \$4 billion since 2019. Specifically, the Governor has proposed the following solutions:

- **Regional Early Action Planning Grants 2.0 (REAP 2.0)** – a reversion of \$300 million General Fund for REAP 2.0.
- **Multifamily Housing Program** – a reversion of \$250 million General Fund for the Multifamily Housing Program, which leaves \$75 million in 2023-24 for this purpose.

- **Foreclosure Intervention Housing Preservation Program** – a reduction of \$247.5 million General Fund for the Foreclosure Intervention Housing Preservation Program over the next three years (\$85 million in 2024-25, \$100 million in 2025-26, and \$62.5 million in 2026-27).
- **Infill Infrastructure Grant Program** – a reversion of \$200 million General Fund for the Infill Infrastructure Grant Program, which leaves \$25 million in 2023-24.
- **CalHome Program** – a reversion of \$152.5 million General Fund for the CalHome Program.
- **Veteran Housing and Homelessness Prevention Program** – a reversion of \$50 million General Fund for the Veteran Housing and Homelessness Prevention Program.
- **Housing Navigators** – a reduction of \$13.7 million General Fund ongoing for Housing Navigators.

Broadband

While the Governor’s proposed budget includes an additional \$1.5 billion General Fund over two years (\$250 million in 2024-25 and \$1.25 billion in 2025-26) for the California Department of Technology to complete the development of the statewide middle-mile network (due to changes in scope and the associated costs, as well as inflation costs), it also includes the following additional solutions to address the state’s budget deficit:

- **Last Mile Infrastructure Grants** – a delay of \$100 million General Fund from 2024-25 to 2026-27 for last-mile infrastructure grants at the CPUC. This maintains the previously appropriated \$1.45 billion and reflects future investments of \$550 million General Fund over three years (\$100 million in 2024-25, \$200 million in 2025-26, and \$250 million in 2026-27), for a program total of \$2 billion.
- **Broadband Loan Loss Reserve (BLLR) Fund** – a reduction of \$250 million General Fund (\$150 million in 2024-25 and \$100 million in 2025-26) for the BLLR. The Budget maintains \$500 million for the program, with \$175 million General Fund in 2023-24, \$150 million in 2024-25, and \$175 million in 2025-26.

The Legislature will now begin the annual process of analyzing the Governor’s proposal, including his May Revise, through its budget committees and subcommittees in order to pass a balanced budget by June 15th.

Peter A. Peyser

January 5, 2024

Transportation Update from Peyser Associates

Congress Returns Next Week in a Sprint on Funding Bills

The House and Senate return to Washington next week to tackle a daunting agenda. While the news has focused on the debate around border policy and its relation to aid to Ukraine and Israel, it is appropriations for fiscal 2024 that face a looming deadline for action.

As readers of this report are well aware, the Transportation-HUD Continuing Resolution expires at midnight on January 19. Three other spending bills are on the same timeline, with the other eight on a February 2 deadline. As before, most eyes will be focused on the House GOP leadership as they deal with difficulties in their own caucus. Speaker Mike Johnson (R-LA) has said he will not support another short-term CR. If he sticks to that, he will need to either negotiate a spending deal with the Democratic controlled Senate, try to pass a full-year CR for the agencies for which funding is set to lapse or allow a partial shutdown of the four agencies. For the first two options he will need to rely on Democratic votes for final passage. He did that to pass the current CR without backlash from his more right-wing Members. Some of them have said in recent weeks they will not tolerate him going that route again.

How the Speaker manages to walk this tightrope is anybody's guess. His initial move may be to buy more time on the initial four spending bills by pushing all the deadlines out to February 2. This doesn't extend the final deadline on the existing CR and may be tolerable to his caucus.

January 12, 2024

Deal or No Deal? First Hope then Confusion

As this week comes to a close, confusion reigns on Capitol Hill over the state of the fiscal 2024 appropriations process. This after last weekend's announcement that House and Senate leaders had reached a top-line spending deal to govern the preparation of appropriation bills.

The weekend's agreement was for a total of \$1.66 in domestic spending in fiscal 2024 – a level essentially the same as contained in the deal reached last Spring between the Biden Administration and then-Speaker Kevin McCarthy (R-CA). Underneath that total, the leaders agreed to a slight increase in Defense spending in a freeze in domestic discretionary spending.

Appropriators set right to work early in the week to negotiate spending levels for each of the twelve annual spending bills. While progress was reported on Tuesday and into Wednesday, the picture got much more cloudy by the end of the day on Wednesday. Members of the House Freedom Caucus rebelled against Speaker Mike Johnson's (R-LA) deal and essentially brought the House to a procedural standstill in protest.

Johnson met yesterday with ultra-conservative Members and emerged from that meeting with a statement saying he wasn't committed to anything and he was working with his caucus to find a workable solution. The ringleaders of the revolt took this as a signal that a new deal – this time

including spending cuts – would be negotiated. Johnson allowed confusion over his intentions to continue through the day yesterday.

Meanwhile, Appropriations Committee leaders in both Houses tried to pretend that nothing had changed and continued their conversations about subcommittee spending levels and the need for a Continuing Resolution to allow work to continue with a partial government shutdown a week from today when the CR for the Transportation-HUD spending bill and three others expires. Key appropriators indicated they were discussing a CR that would reunite all 12 spending bills under one deadline and extend it to mid-March. That is a reasonable time frame for a CR, but Speaker Johnson has not said he will accept any time extension yet.

So as the week draws to a close it is certainly fair to say that while some significant work has been done in the trenches to advance spending legislation, there is still a strong potential that appropriators will have to go back to square one as the shutdown clock continues to tick.

DOT Announces \$623 million in EV Charging Grants

The Biden-Harris Administration yesterday announced the award of \$623 million in corridor and community EV charging grants. The Federal Highway Administration awarded the grants under a program created by the Bipartisan Infrastructure Law.

Corridor grants of \$312 million went to eleven projects on corridors previously designated as Alternative Fuel Corridors. Community grants went to 36 projects and totaled \$311 million.

An initial review of the community awards finds that only a few of the projects descriptions indicate that heavy-duty vehicles, such as transit buses, would be accommodated. The vast majority of the grants are for personal vehicle charging.

January 19, 2024

Transportation Update from Peyser Associates

Congress Clears Short-Term Funding Extension and Turns to FY 24 Spending Bills

The House and Senate yesterday cleared for the President's signature a short-term Continuing Resolution that extends the deadline for completing annual spending bills to March 1 for the Transportation-HUD bill and three others and to March 8 for the other eight spending bills. The Senate vote was 77-18 and the House passed it on a vote of 314-108, with more Democrats voting for it than Republicans.

The vote came after some twists and turns this week in Speaker Johnson's position on both the extension of time and the top-line spending amounts for defense and non-defense discretionary spending. As noted in last week's report, the Speaker had wavered in his commitment to the top-line spending deal at the end of last week. But after consultation with his caucus and consideration of the impact of a partial government shutdown this weekend, he decided to forge ahead with a plan to advance the CR extension using a procedure that required significant Democratic votes for success.

With a shutdown averted, congressional appropriators can now turn to the task of finishing the spending bills for fiscal 2024. Doing so will still present challenges, but the agreement on the top-line spending amounts indicates that the significant differences between the original House and Senate spending bills, such as the THUD bill, are likely to narrow and produce totals very

close to those of fiscal year 2023. The most significant issues likely to come up going forward will be around what Democrats call “poison pill” policy riders that some GOP Members would like to attach to the bills. Examples of such riders are prohibitions on Defense funding being used to pay for transportation of servicewoman seeking abortions to states where that is allowed if they are stationed in one that does not. Another less visible one to the national press is a provision in the House THUD bill to deny additional funding for California’s high speed rail project.

The Senate appears poised to pass bills without policy riders. In the House, there will be efforts to retain policy riders that would prove anathema to Democrats and unlikely to be accepted by the Senate. Speaker Johnson’s leadership skills will be challenged as the House navigates through this process. He has tested the tolerance of his most conservative Members by advancing spending bills without their support but with the support of Democrats. How much longer he can do so without sparking a challenge to his leadership is an open question.

Rep. Hank Johnson (D-GA) Introduces Operating Assistance Bill

Rep. Hank Johnson (D-GA) yesterday introduced the “Stronger Communities through Better Transit Act,” a bill to provide operating assistance to urban and rural areas nationwide. The Johnson bill, a reintroduction of legislation he proposed in the last Congress, would allocate \$20 million per year using the Section 5307 and 5311 formulas for Urbanized Areas and rural areas. Funds could be used to support operations of expanded and more frequent transit service as compared to the base year of fiscal 2019.

The Johnson bill is a product of long-running discussions his office has had with advocates for using federal operating funds to encourage increased transit service. It does NOT provide funding to address the “fiscal cliff” many transit agencies are facing as they seek to continue existing levels of transit service.

Funding under this bill would commence in fiscal year 2024 and continue through fiscal year 2027.

Johnson introduced the bill with 40 cosponsors. While the measure has no chance of passage in this Congress, it is considered a “message bill” around which advocates can rally as they seek to build on the success of grassroots lobbying efforts to support the \$60 billion of transit operating assistance included in COVID aid packages in 2020 and 2021.

February 9, 2024

Draft February 23, 2024, Board of Directors Meeting Agenda

Item No.	Action
Comments and Communications	
1. Non-Agenda Public Comments/Member Comments	
Members of the public shall have the opportunity to address the Board of Directors 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. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Board members and SANDAG staff also may present brief updates and announcements under this agenda item.	
Consent	
+2. Approval of Meeting Minutes <i>Victoria Stackwick, Tessa Lero, SANDAG</i>	Approve
The Board of Directors is asked to approve the minutes from its February 9, 2024, meeting.	
+3. Policy Advisory Committee Actions <i>Victoria Stackwick, Francesca Webb, SANDAG</i>	Approve
The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.	
+4. FY 2025 to FY 2029 TransNet Program and Transit-Related Revenues* <i>Michelle Smith, Naomi Young, SANDAG</i>	Approve
The Transportation Committee recommends that the Board of Directors approve the FY 2025 to FY 2029 estimates and apportionments for the Transportation Development Act, Federal Transit Administration, and TransNet funds.	
+5. Proposed 2024 Legislative Program <i>Robyn Wapner, Hannah Stern, Jose Alvarez, SANDAG</i>	Approve
The Executive Committee recommends that the Board of Directors approve the proposed 2024 Legislative Program.	
+6. TransNet Regional Transportation Congestion Improvement Program Fee Adjustment* <i>Susan Huntington, Zara Sadeghian, Marcia Smith, SANDAG</i>	Approve
The Board of Directors is asked to approve a 2% adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from \$2,741.97 to \$XXXX beginning July 1, 2024.	

- +7. FY 2024 Project Budget Amendment: San Ysidro Mobility Hub** Approve
Antoinette Meier, Zach Hernandez, SANDAG

The Board of Directors is asked to approve an amendment to the FY 2024 Program Budget to accept \$785,400 in grant funding from the Federal Transit Administration.

- +8. Chief Executive Officer Delegated Actions*** Information
Andre Douzdjian, Beth Lupu, SANDAG

In accordance with various Board Policies, this report summarizes delegated actions taken by the Chief Executive Officer.

Reports

- +9. Reauthorization Resolutions Regarding the Prior Acquisition of Property Interests for the Inland Rail Trail Project** Adopt
John Kirk, Annie Smiddy, Chris Kluth, SANDAG

The Board of Directors is asked to:

1. Receive public testimony; and
2. Adopt Resolution Nos. 2024-XX and 2024-XX by a two-thirds vote, declaring that the stated public use is reauthorized for the property interests previously acquired for Phases 3 and 4 of the Inland Rail Trail Project.

- +10. Airport Transit Connection** Information
Antoinette Meier, Keith Greer, Jennifer Williamson, SANDAG

The Board of Directors will be briefed on the current status of the Airport Transit Connection project and the steps being taken to prepare the project for future environmental clearance.

11. Adjournment

The next Board of Directors meeting is scheduled for Friday, March 8, 2024, at 10 a.m.

+ 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