

Investing in Our Transportation Infrastructure

A Vision for the Future

Using Our Resources Wisely

Working With Our Neighbors

Information and Technology

Public Safety

Streamlining Decisions

Focus on the Future

The San Diego Region

The SANDAG Board of Directors



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Residents are willing to invest in their transportation future. The extension of *TransNet* will help SANDAG jumpstart several transportation improvements during the next five years.

The projects include the widening SR 76 in the North County eastward to I-15; linking highway 52 eastward to SR 67 in the East County, and starting construction on the Mid-Coast trolley from Old Town San Diego north onto the campus of UCSD and over to University City.

SANDAG Directors also gave the green light to build four managed highway lanes down the center of I-15 from SR 78 in Escondido south to the Miramar Marine Corps Air Station at SR 163.

Plans also are in the works to advance the environmental program, a key component of the *TransNet* extension, which would further expedite the delivery of projects. In addition, SANDAG has established an Independent Taxpayers Oversight Committee, which is tasked with monitoring and evaluating SANDAG's use of the \$14 billion *TransNet* sales tax extension.

Overall, while federal and state funding are still uncertain, SANDAG is working to use local dollars to keep freeway, transit, and streets projects on schedule. SANDAG is implementing the \$42 billion Regional Transportation Plan (RTP), known as Mobility 2030. Construction is underway on the 20-mile "freeway within a freeway" up the middle of I-15 from Kearny Mesa to Escondido. The new facility will provide "Managed Lanes" to new bus rapid transit vehicles as well as carpools, vanpools, and FasTrak drivers. Other highlights include continued work on the I-5/I-805 merge; more highway lanes added to SR 125; and work on route 905 along the U.S.-Mexico Border.

The Mission Valley East trolley opened in July 2005. The six-mile extension takes the trolley east from Qualcomm Stadium in Mission Valley to La Mesa via the region's first underground station at the San Diego State University campus. Construction also has begun on the SPRINTER, the Oceanside-Escondido commuter rail project. In service by late 2007, the new rail line will serve 15 stations along the route from Oceanside to Vista, San Marcos, and Escondido, including stops at MiraCosta College, Palomar College, and Cal State San Marcos.

More than 200 projects funded by the existing *TransNet* half-penny sales tax are underway each year throughout the region to improve and expand our local streets and roads. SANDAG has allocated nearly \$1 billion to the region's 18 cities and county government to make road repairs, construct and widen streets, install traffic signals, and improve interchanges since the inception of *TransNet* in 1988. The extension of *TransNet* will add another \$4.5 billion to help fund local street and road infrastructure.



TransNet also contributes one million dollars each year to support and expand the 800 miles of bikeways in the San Diego region. Bikeway projects are ongoing to provide access to transit, build additional lanes and paths, and expand the entire network for bicycle travel and recreation. A new formula that goes into effect in 2008 will give two percent of annual revenues for bicycle facilities, pedestrian improvements, and neighborhood safety projects.

The next update of the RTP will include new work focused on its integration with the Regional Comprehensive Plan (RCP) to more effectively tackle the regional issues of land use, housing, and transportation. The vision is to provide more convenient, fast, and safe travel choices for public transit, private vehicles, ridesharing, walking, biking, and freight. Expansion and/or improvement projects for every major highway in San Diego County are called for in the plan. The RTP also incorporates the agency's Regional Transit Vision, with the goal of making public transit in the region competitive with driving a car during the rush hours. Also as part of the update of the RTP, SANDAG is undertaking an Independent Transit Planning Review to evaluate the regional transit plan based on global best practices. The study includes a peer review panel of transit and land use experts from around the country. The RTP should be completed by 2007.