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BOARD ACTIONS

June 23, 2006

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North San Diego County Transit Development Board
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Mexico

SMART GROWTH CONCEPT MAP: Directors accepted the draft Smart Growth Concept Map for planning purposes for the comprehensive 2007 Regional Transportation Plan (RTP). Steps to prepare the Concept Map included the identification of the smart growth areas by local planning staffs, verification by SANDAG staff of the designated status of each of the areas based on Regional Comprehensive Plan land use and transportation place targets, and input by the SANDAG Regional Planning Committee and Regional Planning Stakeholders and Technical Working Groups. These groups helped organize and attend eight workshops held around the region to identify the resources needed to make smart growth work, and to obtain input on the draft Concept Map and forthcoming RTP. The workshop summaries are available online at www.sandag.org/rcp. The map will be used in relation to several important efforts, including the implementation of the long-term *TransNet* Smart Growth Incentive program. The Board will be asked to adopt the final Smart Growth Concept Map in conjunction with the final adoption of the RTP in November 2007. (Item #15: Staff contact: Carolina Gregor, (619) 699-1989; cgr@sandag.org)

TransNet LOCAL STREET AND ROAD GUIDELINES APPROVED: The SANDAG Board approved the guidelines for allocating *TransNet* funds for local street and road projects. These guidelines will be incorporated into Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Policies as *TransNet* Policy No. 018, and will apply to all local *TransNet* funding beginning in FY 2009. The *TransNet* Ordinance specifies that at least 70 percent of the revenues provided for the local street and road purposes should be used for congestion relief projects, and that no more than 30 percent of these funds should be used for local street and road maintenance purposes. SANDAG worked with its Transportation Committee, as well as the Independent Taxpayer Oversight Committee and the Cities/County Transportation Advisory Committee to develop detailed guidelines for implementation of this ordinance requirement. (Item #12: Staff contact: Richard Chavez, (619) 699-6989; rch@sandag.org)

REGIONAL TRANSIT PLAN RECEIVES INDEPENDENT REVIEW: At the request of the Transportation Committee and the Regional Planning Committee, the SANDAG Board accepted the Independent Transit Planning Review Report for planning purposes for the comprehensive 2007 Regional Transportation Plan (RTP). The passage of the *TransNet* extension triggered a commitment to conduct an Independent Transit Planning Review of the transit element of the 2030 RTP to help determine the most effective and cost-efficient service and infrastructure plan for the region. This review process included the hiring of a technical consultant and formation of a peer review panel of transit and land use experts from across North America. (Item #16: Staff contact: Dave Schumacher, (619) 699-6906; dsc@sandag.org)

(more)

MIRA MESA TRANSIT CENTER CLEARS ENVIRONMENTAL HURDLE: SANDAG approved the adoption of the Final Negative Mitigated Declaration (MND) environmental document for the Mira Mesa Transit Center. Adoption of the MND is required before the project can move into final design and construction. During the past several years, SANDAG has worked with the San Diego Community College District to identify and secure a two-acre site on the northeast corner of the Miramar College campus to serve as the key access point to transit for the Mira Mesa and Scripps Ranch communities. The transit center also would serve as a regional transfer point in the north Interstate 15 corridor and provide a direct transit connection to Miramar College. *(Item #5: Staff contact: Barrow Emerson, (619) 699-1961; bem@sandag.org)*

SANDAG APPROVES FUNDING FOR TRANSIT, BICYCLE, AND PEDESTRIAN PROJECTS: Directors approved \$126.8 million in Transportation Development Act (TDA) funding for transit, bicycle, and pedestrian projects in the San Diego region, and \$899,909 in *TransNet* funds for bicycle projects. TDA funds are allocated from the ¼-cent state gasoline sales tax. *TransNet* funds come from the San Diego County ½-cent sales tax for transportation projects. Metropolitan Transit System (MTS) will receive \$82.2 million to operate transit, trolley, and ADA related services. North County Transit District (NCTD) will receive \$35.2 million to operate transit, COASTER, and ADA related services. Other funds will go to capital projects for both transit districts, pedestrian and bicycle projects throughout the region, and for regional planning and administration. The action also approved the performance goals for MTS and NCTD. The MTS allocation is contingent upon the agency's submittal of the MTS FY 2005 fiscal audit. *(Item #10: Staff contact: Sookyung Kim, (619) 699-6909; ski@sandag.org)*

FUNDING APPROACH FOR SR 125 GAP AND CONNECTOR BUDGET ALTERNATIVES APPROVED: SANDAG Directors approved a funding approach to pay for cost overruns on the construction of the Gap and Connector portion of State Route 125 and to make transportation facility improvements in the toll road franchise area that are in the Regional Transportation Plan but conflict with the current Franchise Agreement. Caltrans and California Transportation Ventures (CTV) entered into a Development Franchise Agreement to construct the SR 125 toll road in January 1991. In 1996, SANDAG requested that Caltrans and CTV include the Sweetwater "Gap" and the San Miguel "Connector" into the Franchise Agreement. The Gap and Connector projects are necessary to connect SR 54/SR 125 Sweetwater to the SR 125 toll road. SANDAG agreed to pay Caltrans no more than \$100 million to fund the construction of the Gap and Connector projects. CTV has requested two budget increases in the past, bringing the project budget to \$138 million. CTV now contends the budget to complete the Gap and Connector should be increased to \$173.3 million; 73 percent above the initial budget, and the project is not yet complete. In addition to the cost overruns, the Franchise Agreement contains a "non-compete" clause constraining the region's ability to make capacity improvements in the franchise area that could affect the level of traffic and related toll road revenues. Planned improvements to I-805 account for most of the estimated impacts including planned auxiliary lanes, four managed lanes, and two general purpose lanes. Making changes to the agreement and the funding strategy proposed would require a change in state legislation. The Board directed staff to work with Senator Denise Ducheny to include the following into Senate Bill 463: 1) Use toll road revenue to pay for all cost overruns on the Gap and Connector project and any traffic impacts from the I-805 and other transportation improvements. To determine cost overruns the initial contract amount of \$100 million should be used; 2) Extend tolling for up to ten years; 3) Authorize Caltrans to negotiate with CTV to determine the number of additional years, subject to concurrence by SANDAG and affected local jurisdictions. If CTV and Caltrans cannot reach agreement, SANDAG and Caltrans reserve the right to toll the road to cover the cost overruns; 4) amend the franchise agreement to allow for specific improvements to I-805 within the franchise area. *(Item #14: Staff contact: Marney Cox, (619) 699-1930; mco@sandag.org)*

FY 2007 PROGRAM BUDGET & OVERALL WORK PROGRAM: Directors unanimously approved a \$359 million program budget and overall work program for the fiscal year beginning July 1, 2006. This approval follows a progressive review by the SANDAG Executive Committee, which included discussions on the process objectives, strategic goals, input on balancing the budget, revenue projections, funding of the contingency reserve, work element proposals, and other budget components. *(Item #11: Staff contact: Tim Watson, (619) 699-1966; twa@sandag.org)*

UPCOMING MEETINGS: The next Policy meeting is scheduled for July 14, 2006, at 10 a.m. A business meeting will be held on August 4, 2006, at 8 a.m. in lieu of the July 28, 2006, and August 25, 2006, meetings. Topics include 2006 Regional Transportation Improvement Program, Transportation Project Budget Shortfalls, and 2030 Regional Growth Forecast.