May 25, 2007

TransNet EARLY ACTION PROGRAM (EAP) AMENDED: Directors approved an amendment to the TransNet EAP so SANDAG can advance projects that have received $451 million in funding from the California Congestion Mobility Improvement Account (CMIA). The projects include $350 million for the I-15 Managed Lanes; $82 million for high occupancy vehicle (HOV) lanes on I-805 from Carroll Canyon Road to the I-5/I-805 Merge; and $19 million for two auxiliary lanes on southbound I-805 from SR 54 to E Street in Chula Vista. The CMIA funds can only be used for construction projects. (Item #11: Staff contact: Jose Nuncio, (619) 699-1908; jnu@sandag.org)

TRANSPORTATION PROGRESS REPORT: Highway Projects: Caltrans opened to traffic the I-5 widening at Harbor Drive project in National City, which widened I-5 between 24th Street/Mile of Cars Way and Harbor Drive in both directions. Caltrans advertised the construction contract for the I-5 Lomas Santa Fe Widening project. This TransNet Early Action Program project will extend the HOV lanes from Via de la Valle further north to the San Elijo Lagoon, and make auxiliary lane and ramp improvements to the Lomas Santa Fe interchange. Construction is scheduled to begin in late summer. Caltrans opened to traffic the SR 52 Westbound Widening project between the SR 52 Summit and Santo Road in early May. Caltrans will extend this widening from Santo Road to I-15. This segment is scheduled to open to traffic by August 2007.

Transit and Bikeway Projects: The design for the I-15 Bus Rapid Transit Stations is nearly complete. SANDAG will advertise this project for construction during the summer. Stations will be constructed at Sabre Springs, Rancho Bernardo, and Del Lago. The construction is scheduled to be complete by 2009.

Traffic and Demand Management: The Freeway Service Patrol assisted more than 13,700 motorists, about 9.4 percent more than last quarter. Vanpool participation grew 1.5 percent from 541 to 549 vanpools. Average ridership per vanpool was 8 passengers, with 4,514 daily passengers participating in the program. (Item #7, Staff contact: Jose Nuncio, (619) 699-1908; jnu@sandag.org)

I-15 INTERREGIONAL PARTNERSHIP: Directors unanimously approved the draft final report of Phase II of the I-15 Interregional Partnership (I-15 IRP). This interregional partnership includes officials representing SANDAG, Western Riverside Council of Governments, the Riverside County Transportation Commission, the Riverside Transit Agency, Caltrans, and private sector organizations. This effort began in 2001, motivated by a
mutual concern regarding the traffic congestion on the I-15, and the exponential growth of interregional commuters. The Phase I report offered strategies to create a better balance between jobs and housing in the San Diego and southwestern Riverside counties. The emphasis of Phase II was to extend the interregional planning efforts into the area of economic development, and to implement strategies to improve transportation and housing connections. The next steps are to continue collaboration between the two regions to continue to implement strategies identified in the Phase I and II reports. The I-15 IRP efforts have been supported first by a grant from the California Department of Housing and Community Development; and the current phase is supported by a grant from Caltrans. (Item #11: Staff contact, Jane Clough-Riquelme, (619) 699-1909; jcl@sandag.org)

TRANSIT ANALYSIS OK’D FOR 2007 REGIONAL TRANSPORTATION PLAN (RTP): As part of the preparation of the environmental impact report for the new RTP, Directors approved an additional analysis which will look at a more robust transit service in the urban core of central San Diego. In this analysis, the core is generally defined as the Interstate 8 corridor east to Santee, and the Interstate 5 corridor from downtown San Diego to National City. This analysis is part of a legal settlement and ongoing negotiations with a local backcountry membership organization known as Save Our Forests and Ranchlands (SOFAR). Results from this analysis become one of several alternatives SANDAG Directors may consider this fall when they are scheduled to adopt the new multi-billion dollar RTP and certify the plan’s environmental report. Updated every four years as required by federal law, the RTP provides the public policy blueprint through the year 2030 for all types of highway, transit, and local road improvements, programs, and services. (Item #12, Staff contact: Rob Rundle, (619) 699-6949; rru@sandag.org)

DIRECTORS WORK ON AIRPORT AUTHORITY REFORM ACT: Senate Bill 10, introduced by California Senator Christine Kehoe, seeks to change the governance, board member compensation, and planning responsibilities of the San Diego County Regional Airport Authority. One of the bill’s goals is to enhance transparency and accountability of the Authority during its policymaking process. SANDAG Directors and staff have met with both Airport Authority Directors and staff, and Senator Kehoe and her staff during the past few months to discuss potential amendments to SB 10. Pending further negotiations and bill amendments, SANDAG will continue to monitor the bill’s progress before deciding whether or not to take a position on SB 10. The Airport Authority has jurisdiction over San Diego International Airport (Lindbergh Field) and 15 other smaller airports located throughout the county. (Item #13, Staff contact: Kim Kawada, (619) 699-6994; kka@sandag.org)