BOARD ACTIONS

July 23, 2010

2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP): AMENDMENT NO. 23 AND AIR QUALITY CONFORMITY ANALYSIS: Directors approved Resolution No. 2011-02 to include Amendment No. 23 to the 2008 RTIP including its air quality conformity and air quality redetermination of the 2030 Regional Transportation Plan. This amendment will add a new project which will construct two auxiliary lanes along eastbound SR 78 between the Woodland Parkway and Nordahl Road interchanges in the city of San Marcos at a total project cost of $14,500,000. This approval also indicates that the project in RTIP Amendment No. 23 meets the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). The 2008 RTIP, including Amendment No. 23, remains in conformance with the State Implementation Plan. (Item #4 staff contact: Sookyung Kim, (619) 699-6909, ski@sandag.org)

FY 2011 BUDGET AND OVERALL WORK PROGRAM AMENDMENT: ARJIS REGIONAL INFORMATION SHARING AND COLLABORATION PROJECT: Directors approved an amendment to the FY 2011 SANDAG budget and overall work program to accept $684,731 in grant funding from the U.S. Department of Homeland Security for the Automated Regional Justice Information System. The funds will be used for a project entitled “Regional Information Sharing and Collaboration” or RISC. The goals of the RISC project include capturing and sharing information about individuals of interest to aid in their identification, as well as information about different law enforcement operations to ensure enhanced collaboration. (Item #5 staff contact: Kurt Kroninger, (619) 699-6996, kkr@sandag.org)

PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR: Acting on a recommendation from the Executive Committee, Directors approved SANDAG Executive Director Gary Gallegos’ performance evaluation for the period from July 2009 to June 2010 and found his performance during the year to be satisfactory. As a result, Mr. Gallegos’ base salary will be adjusted in accordance with the provisions of his employment agreement. Directors also approved his performance objectives for the period from July 2010 to June 2011. (Item #8 staff contact: Colleen Windsor, (619) 699-1960, cwi@sandag.org)

SANDAG FINAL PROPOSED AMENDMENT TO FEDERAL TRANSIT ADMINISTRATION (FTA) OVERALL DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL-SETTING METHODOLOGY: Directors approved the final amendment to the FTA Overall DBE Goal-Setting Methodology following a 45-day public comment period. SANDAG receives federal financial assistance from the FTA. As a condition of receiving this assistance, SANDAG is required to sign an assurance that it will comply with DBE regulations. The purpose of the DBE goal-setting process is to level the playing field so that DBEs can compete fairly for U.S. Department of Transportation-assisted contracts. (Item #9 staff contact: Elaine Richardson, (619) 699-6956, eri@sandag.org)

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2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP), INCLUDING THE DRAFT AIR QUALITY CONFORMITY DETERMINATION: Directors accepted for review and distribution the draft 2010 RTIP for a 30-day public comment period. This includes the scheduling of a public hearing for the September 3, 2010 Transportation Committee meeting. The RTIP includes its air quality conformity analysis and the draft air quality conformity redetermination of the 2030 Revenue Constrained Regional Transportation Plan: Pathways for the Future. (Item #10 staff contact: Sookyung Kim, (619) 699-6909, ski@sandag.org)

MID-COAST CORRIDOR TRANSIT PROJECT – FINAL COMPARATIVE EVALUATION OF ALTERNATIVES REPORT: Directors unanimously approved an 11-mile extension of the Trolley from Old Town Transit Center to UCSD and University City. This action reconfirmed the previously selected Locally Preferred Alternative (LPA) for the Mid-Coast Corridor Transit Project. One of three light rail transit (LRT) alternatives considered during scoping, LRT 1 is the previously adopted LPA as refined to include direct service to UCSD and UTC. The route follows the railroad right-of-way north from Old Town Transit Center to Gilman Drive, then crosses to the west side of I-5 to a station at Nobel Drive and continues on to serve the UCSD campus, medical centers on the east side of I-5, and terminate at the Westfield UTC transit center. The Board’s motion for approval also included a direction to study the feasibility of an additional station at the VA Hospital. This will be studied as part of the environmental review process. In addition to reconfirming LRT 1 as the LPA, Directors voted to advance both LRT 1 and the No-Build Alternative forward for further evaluation in the Mid-Coast Corridor Transit Project draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and to approve the Mid-Coast Corridor Transit Project Public Involvement Plan. (Item #11 staff contact: Leslie Blanda, (619) 699-6907, lbl@sandag.org)

2010 TransNet PLAN OF FINANCE UPDATE: Directors approved the 2010 TransNet Plan of Finance update, including projects in the revised “robust” scenario, which would advance additional projects to construction, as well as prepare the next list of “shovel-ready” projects – allowing the region to capitalize on opportunities presented by current financial and construction market conditions. Directors also authorized the Executive Director to amend the FY 2011 SANDAG Budget to incorporate new capital projects; and approved a revision to the set-aside of federal and state discretionary funding for the TransNet Early Action Program from 94 percent to 90 percent. These actions support the pending issuance of $300 million to $350 million in long-term fixed rate debt. (Item #12 staff contacts: Kim Kawada, (619) 699-6994, kka@sandag.org; Richard Chavez, (619) 699-6989, rch@sandag.org; Marney Cox, (619) 699-1930, mco@sandag.org)

UPCOMING MEETINGS

August 13, 2010
Policy Meeting

• This meeting has been cancelled. The next Policy meeting is scheduled for September 10, 2010.

August 27, 2010
Business Meeting

• This meeting has been cancelled. The next Business meeting is scheduled for September 24, 2010.

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2050 REGIONAL TRANSPORTATION PLAN (RTP): PLAN PERFORMANCE MEASURES: Directors approved the 2050 RTP performance measures, or indicators, which are used to evaluate multimodal transportation network alternatives against one another as part of the development of the RTP. The plan performance measures are grouped within each of the six policy goals for the 2050 RTP. These goals are structured into two overarching themes: Quality of Travel & Livability, and Sustainability. Quality of Travel & Livability relates to how the transportation system functions from the individual customer perspective (System Preservation & Safety, Mobility, and Reliability). Sustainability relates to making progress simultaneously in each of the Three “Es” (Prosperous Economy, Healthy Environment, and Social Equity) from a regional perspective. Directors will use the performance measures to select a preferred revenue-constrained network for the 2050 RTP revenue-constrained funding scenario from options that will be presented fall 2010. (Item #13 staff contact: Scott Strelecki, (619) 699-6954, sstr@sandag.org)

2050 REGIONAL TRANSPORTATION PLAN (RTP): UNCONSTRAINED TRANSPORTATION NETWORK: Directors accepted the draft unconstrained transportation network for use in the development of the 2050 RTP. The unconstrained transportation network represents the region’s vision for transit, highway, freight, and arterial improvements and operations to meet travel demand in 2050. Staff will prioritize all of the future projects in the unconstrained transportation network using the Board approved transportation project evaluation criteria. Based on revenue projections to 2050, various revenue constrained transportation network scenarios will be developed using this prioritized project list and other factors. The revenue constrained networks will outline various scenarios for building and operating as much of the unconstrained transportation network as possible, given revenue availability and flexibility, and project priorities. These scenarios will be evaluated using Board-approved performance measures, leading to the eventual selection of a preferred revenue constrained scenario by the Board. (Item #14 staff contact: Heather Werdick (619) 699-6967, hwe@sandag.org)

SENATE BILL 375 IMPLEMENTATION: PROPOSED FINAL GREENHOUSE GAS TARGETS FOR THE SAN DIEGO REGION: Directors approved the submittal of the proposed final greenhouse gas targets for 2020 and 2035 to the California Air Resources Board. SANDAG has proposed target reductions of seven percent for 2020 and 13 percent for 2035. The reductions are relative to per capita passenger vehicle carbon dioxide emissions in the 2005 base year, which averaged 26 pounds per person per weekday. CARB staff will consider the SANDAG proposed targets as they develop the final greenhouse gas targets for the region, pursuant to Senate Bill 375. SANDAG will use the targets to craft a Sustainable Community Strategy (SCS) for inclusion in the 2050 RTP currently being developed. The SCS is a new RTP requirement intended to demonstrate how the region can achieve GHG emission targets through transportation, land use, and other policy measures. It calls for a coordinated approach to planning for transportation and housing and seeks the preservation of open space. Strategies SANDAG are considering to reduce greenhouse gas emissions include increasing transit service, freeway improvements to reduce bottlenecks, and enhancements to programs aimed at taking more cars off the road, such as through alternative work schedules and incentives for carpooling and vanpooling. (Item #15 staff contact: Rob Rundle, (619) 699-6949, rru@sandag.org)

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