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Gary L. Gallegos
Executive Director, SANDAG



BOARD OF DIRECTORS POLICY AGENDA

Friday, January 14, 2011
10 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- **2050 REGIONAL TRANSPORTATION PLAN DEVELOPMENT: REVIEW OF ANTICIPATED REVENUES AND THEIR ALLOWABLE USES**

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.

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Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board of Directors may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings on the SANDAG Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting. **Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.**

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BOARD OF DIRECTORS POLICY AGENDA

Friday, January 14, 2011

ITEM #		RECOMMENDATION
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1.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
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Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading "Reports." Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

REPORTS (2)

+2.	2050 REGIONAL TRANSPORTATION PLAN DEVELOPMENT: REVIEW OF ANTICIPATED REVENUES AND THEIR ALLOWABLE USES (First Vice Chair Jack Dale, Transportation Committee Chair; Elisa Arias, José A. Nuncio)*	DISCUSSION
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On December 17, 2010, the Board of Directors accepted the preferred Revenue Constrained Transportation Network Scenario for use in developing the Draft 2050 Regional Transportation Plan. A review of the anticipated revenues and their allowable uses over the 40-year planning period will be presented.

3.	CONTINUED PUBLIC COMMENTS	
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If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

4.	CLOSED SESSION - PENDING LITIGATION - PURSUANT TO GOVERNMENT CODE SECTIONS 54956.9(b) AND 54956.8	
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One Potential Case - In re South Bay Expressway, L.P. and California Transportation Ventures, Inc., Case No. 10-04516 (Claims by debtor in bankruptcy) (Julie Wiley)

Property: Lease for State Route 125 Toll Road

SANDAG Negotiators: Gary L. Gallegos, Julie Wiley, Marney Cox

Property Owner Negotiators: South Bay Expressway, LP

Under Negotiation: Price and terms of payment for lease of subject property

5. UPCOMING MEETINGS

INFORMATION

The next Board Business meeting is scheduled for Friday, January 28, 2011, at 9 a.m. The Board of Directors Annual Summit is scheduled for February 2-4, 2011. The next Board Policy meeting is scheduled for Friday, February 11, 2011, at 10 a.m.

6. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates a San Diego County Regional Transportation Commission item



**BOARD OF DIRECTORS
JANUARY 14, 2011**

**AGENDA ITEM NO. 11-01-2
ACTION REQUESTED - DISCUSSION**

**2050 REGIONAL TRANSPORTATION PLAN
DEVELOPMENT: REVIEW OF ANTICIPATED
REVENUES AND THEIR ALLOWABLE USES**

File Number 3100500

Introduction

On December 17, 2010, the SANDAG Board of Directors accepted the preferred Revenue Constrained Transportation Network Scenario for use in developing the Draft 2050 Regional Transportation Plan (RTP). This report provides a description of the amounts and timing of the anticipated revenues and their allowable uses over the 40-year planning period.

Discussion

Anticipated Revenues through 2050

Revenue projections prepared for the development of the Draft 2050 RTP indicate that approximately \$110.8 billion (in 2010 dollars) would be available through 2050, including federal, state, local, and private funds from existing and reasonably available future sources. The allowable uses for these funds are governed by a variety of mechanisms, including federal and state statutes, the *TransNet* Extension Ordinance, Board policy, or by other entities such as Caltrans and local jurisdictions.

Table 1, on page 2, outlines local, state, federal, and new revenue sources along with their allowable uses by transportation mode or program. Table 2, on page 3, includes the anticipated revenues for three phasing periods (2010-2020, 2021-2035, and 2036-2050) by revenue source.

Table 1
Draft 2050 RTP: Estimated Revenues and Allowable Uses
(\$2010 millions)

Revenue Sources	Anticipated Revenues 2010-2050	Transit/Rail		Managed Lanes/ Highway		Local Streets and Roads	Active Transportation/ TDM/TSM
		Capital	Operations	Capital	Operations		
Local							
TransNet (Cash)	\$13,445	✓	✓	✓		✓	✓
TransNet (Bond Proceeds)	\$5,001	✓		✓		✓	
Transportation Development Act (TDA)	\$6,989	✓	✓				✓
Developer Impact Fees	\$828					✓	
City/County Local Gas Taxes	\$3,691					✓	
General Fund/Miscellaneous Local Road Funds	\$18,355	✓		✓		✓	✓
Toll Road Funding (SR 241, SR 125, SR 11, I-5, I-15)	\$3,414			✓			
FasTrak Net Revenues	\$324		✓				
Passenger Fares	\$7,623		✓				
Carryover	\$707	✓		✓		✓	✓
	\$60,378						
State							
State Transportation Improvement Program (STIP)/Traffic Congestion Relief Program (TCRP)	\$4,162	✓		✓			✓
Proposition 42 (Local Street & Road)	\$1,576					✓	
State Transit Assistance (STA) Program	\$820		✓				
State Highway Account for Operations/Maintenance	\$10,271			✓	✓		
Proposition 1B/Other	\$5,595	✓		✓		✓	✓
Other State Managed Federal Programs/FSP	\$834						✓
Carryover	\$561	✓		✓			
	\$23,818						
Federal							
Federal Transit Administration (FTA) Discretionary	\$4,059	✓					
Federal Transit Administration Formula (5307/5309 FG)	\$6,936	✓	✓*				
Congestion Mitigation and Air Quality (CMAQ)/ Regional Surface Transportation Program (RSTP)	\$3,921	✓	✓*	✓			✓
Other Federal Highway Administration (FHWA)	\$1,031			✓			
Federal Rail Administration (FRA)/High Speed Rail	\$618	✓					
Corridors and Borders Infrastructure/Other Freight Funds	\$1,613	✓		✓			
Carryover	\$736	✓		✓		✓	
	\$18,914						
New							
TransNet (Cash) (2049-2050)	\$928	✓	✓	✓		✓	✓
Future Revenues	\$6,539		✓				
Public Private Partnerships/TOD's	\$220	✓	✓	✓			
	\$7,688						
Grand Total Estimated Revenues	\$110,798						

*FTA Formula: preventive maintenance only; CMAQ: first three years of operations for new transit services.

Table 2
Draft 2050 RTP: Preferred Revenue Constrained Scenario
Anticipated Revenues
(\$2010 millions)

Revenue Sources	2010- 2020	2021- 2035	2036- 2050	2010- 2050
Local				
<i>TransNet</i> (Cash)	\$2,551	\$4,860	\$6,034	\$13,445
<i>TransNet</i> (Bond Proceeds)	\$2,630	\$1,735	\$636	\$5,001
Transportation Development Act (TDA)	\$1,241	\$2,363	\$3,385	\$6,989
Developer Impact Fees	\$257	\$329	\$241	\$828
City/County Local Gas Taxes	\$1,050	\$1,339	\$1,302	\$3,691
General Fund/Miscellaneous Local Road Funds	\$4,571	\$6,641	\$7,144	\$18,355
Toll Road Funding (SR 241, SR 125, SR 11, I-5, I-15)	\$1,655	\$0	\$1,759	\$3,414
FasTrak Net Revenues	\$16	\$112	\$197	\$324
Passenger Fares	\$1,292	\$2,738	\$3,593	\$7,623
Carryover	\$707	\$0	\$0	\$707
Local Revenues	\$15,970	\$20,116	\$24,292	\$60,378
State				
State Transportation Improvement Program (STIP)/Traffic Congestion Relief Program (TCRP)	\$555	\$1,490	\$2,117	\$4,162
Proposition 42 (Local Street & Road)	\$446	\$580	\$549	\$1,576
State Transit Assistance (STA) Program	\$127	\$334	\$359	\$820
State Highway Account for Operations/Maintenance	\$1,904	\$3,461	\$4,905	\$10,271
Proposition 1B/Other	\$1,082	\$2,580	\$1,933	\$5,595
Other State Managed Federal Programs/Freeway Service Patrol (FSP)	\$208	\$262	\$363	\$834
Carryover	\$561	\$0	\$0	\$561
State Revenues	\$4,884	\$8,708	\$10,227	\$23,818
Federal				
Federal Transit Administration (FTA) Discretionary	\$801	\$1,613	\$1,645	\$4,059
Federal Transit Administration Formula (5307/5309 FG)	\$983	\$2,142	\$3,812	\$6,936
Congestion Mitigation and Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP)	\$719	\$1,315	\$1,888	\$3,921
Other Federal Highway Administration (FHWA)	\$238	\$325	\$467	\$1,031
Federal Rail Administration (FRA)/High Speed Rail Corridors and Borders Infrastructure/Other Freight Funds	\$166	\$226	\$226	\$618
Carryover	\$256	\$584	\$773	\$1,613
Carryover	\$736	\$0	\$0	\$736
Federal Revenues	\$3,899	\$6,205	\$8,811	\$18,914
New				
<i>TransNet</i> (Cash) (2049-2050)	\$0	\$0	\$928	\$928
Future Local Revenues	\$628	\$2,430	\$3,481	\$6,539
Public Private Partnerships/TODs	\$25	\$96	\$99	\$220
New Revenues	\$654	\$2,526	\$4,508	\$7,688
Grand Total Estimated Revenues	\$25,406	\$37,555	\$47,837	\$110,798

Prior Board Actions

The 2030 RTP: *Pathways for the Future* was adopted by the Board of Directors in November 2007 and is the plan currently under implementation in the San Diego region. In 2010, the Board of Directors approved the 2010 Regional Transportation Improvement Program (RTIP) and the 2010 *TransNet* Plan of Finance Update. Phasing under development for the 2010-2020 period of the Draft 2050 RTP reflects these Board actions.

2010 Regional Transportation Improvement Program (RTIP)

Adopted by the Board of Directors in September 2010, the 2010 RTIP incrementally implements the RTP. The 2010 RTIP is a multibillion dollar, five-year program of major transit, highway, arterial, active transportation, transportation demand and system management projects funded by federal, state, *TransNet* local sales tax, and other local and private funding covering the years FY 2011 to FY 2015. Federal and state law requires SANDAG to prepare an RTIP every two years. The law also requires that the RTIP be fiscally constrained; that is, the program must be based on funds that are committed or there must be a reasonable expectation that the funds will be available as programmed. The RTIP also must be consistent with the RTP.

The 2010 RTIP meets both federal and state regulations and includes all major projects receiving certain categories of federal or state transportation funding that need federal approval, capacity increasing projects, and projects identified as regionally significant. The 2010 RTIP also includes the Program of Projects funded by *TransNet*.

2010 TransNet Plan of Finance Update

In July 2010, the Board approved the 2010 *TransNet* Plan of Finance update that incorporates projects in the revised Robust scenario, which continues to advance the *TransNet* Early Action Program (EAP) (Attachment 1). The Board also approved a revision to the set-aside of federal and state discretionary funding for the *TransNet* EAP from 94 percent to 90 percent.

The 2010 Plan of Finance would advance additional projects in key EAP corridors. The *TransNet* projects included in the 2010 Plan of Finance continue to focus on the approved EAP corridors, and they reflect the Board's priorities for project readiness – putting resources on “pipeline” projects that are ready to go to construction, funding the next phase of work for corridor projects the region has started, and thinking longer-term by starting environmental and design work for future opportunities. The proposed projects also are consistent with the current 2030 RTP, reflecting progress on the projects the 2030 RTP anticipated would be completed by the interim year 2020. For example, the 2010 Plan of Finance would advance to construction several projects in the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and complete the environmental and design phases of other LOSSAN corridor projects. Projects at advanced environmental and preliminary engineering stages would move to construction, such as improvements on the Interstate 15 (I-15) Corridor to support the I-15 Bus Rapid Transit (BRT) service, and high occupancy vehicle (HOV) lanes on the I-805 and I-5 North Coast Corridors.

Projects included in the 2010 Plan of Finance update would be implemented by FY 2018 at an estimated cost of nearly \$5.65 billion (in 2010 dollars). The 2010 RTIP, as amended, includes approximately \$5.1 billion in *TransNet* EAP projects through FY 2015 (in 2010 dollars).

2010-2020 Anticipated Revenues Pending Programming

The 2010 RTIP, as amended, includes nearly \$10.8 billion through FY 2015 to support the current 2030 RTP. The remaining \$14.6 billion (\$25.4 billion in the Draft 2050 RTP anticipated from 2010-2020 less \$10.8 billion in the RTIP) represents the completion of the *TransNet* EAP (\$500 million) as well as the continuation of other highway, transit, bike and local streets and road projects, and other projects and programs.

Federal Transit Administration Full Funding Grant Agreements: The San Diego Region Experience

The preferred Revenue Constrained Transportation Network Scenario, accepted by the Board of Directors for use in the development of the Draft 2050 RTP, includes a number of new major transit projects that could be eligible for Federal Transit Administration (FTA) Full Funding Grant Agreements.

Funds from the federal New Starts/Small Starts funding program, administered by FTA, are awarded on a discretionary basis. New Starts projects are those with capital budget exceeding \$250 million, while the Small Starts program is for projects under \$250 million. Both funding programs are highly competitive.

To help manage the competition for New Starts projects, FTA has established a prescribed planning and project development process, which ultimately leads to a full funding grant agreement (FFGA) that commits New Starts funds. The process includes several steps – alternatives analysis, preliminary engineering, and final design, and FTA approvals are required prior to the start of preliminary engineering, prior to the start of final design, and prior to the FFGA. Approvals are based on a set of New Starts Criteria with which FTA evaluates and rates proposed projects in terms of project justification and local financial commitment. FTA also requires a variety of project management plans and hires its own Project Management Oversight Consultants to review the plans, cost estimates and schedules, and to conduct project risk assessments. FTA rules and policies tend to change frequently, funding is dependent upon Congressional appropriations, and local project sponsors are expected to pay for all cost overruns. Thus, while the New Starts program can provide a substantial amount of new funding to the region, participation in the program can be costly and time consuming, and the outcome is uncertain. The region has received three FFGAs to date: (1) the Euclid Avenue-El Cajon segment of the Trolley Orange Line (\$81 million), (2) the Mission Valley East Trolley Line (\$330 million), and (3) the SPRINTER line (\$152 million). The region currently is in the application process for a new FFGA for the Mid-Coast Corridor Transit project.

The Small Starts program process is less onerous than the New Starts program, and SANDAG currently is in the final design stage on the Mid-City Rapid project and expects to receive \$22 million of Small Starts funding.

Several of the transit projects identified in the Draft 2050 RTP Preferred Revenue Constrained Transportation Scenario potentially are eligible for New Starts and Small Starts funding. For purposes of developing the Draft 2050 RTP, a staged program of projects is proposed for which New Starts and Small Starts funding would be pursued over the 40-year planning period of the 2050 RTP. Other agencies with large transit investment programs – e.g., Portland's Tri-Met, Denver's Regional Transportation District, and the Utah Transit Authority in Salt Lake City – have followed this strategy, and have developed a staged program of New Starts projects. This staged program would identify those projects that are likely to be most competitive and to advance them through the New Starts process, while advancing other projects for local funding. As construction on one project is

being completed, the next project is ready to begin, thus maintaining a reasonably steady stream of funding. In some years, these agencies have had two projects in the New Starts pipeline simultaneously.

Funding from New Starts and Small Starts FFGAs as well as their corresponding matching funds is staged aggressively over the 40-year planning period, keeping in mind the historic experience of the San Diego region in acquiring these funds from the federal government.

Next Steps

Based on the process described in this report and input from the Transportation and Regional Planning Committees, the Board of Directors is expected to discuss preliminary phasing of the preferred Revenue Constrained Transportation Network Scenario at its meeting on January 28, 2011. Draft phasing under development will be based on several factors, such as anticipated revenues over the 40 years of the RTP and their allowable uses, project readiness and “pipeline projects,” as well as project rankings using the criteria approved by the Board. The Board will be asked to accept the draft 2050 RTP and its draft Environmental Impact Report for distribution for public review and comments in spring 2011.

GARY L. GALLEGOS
Executive Director

Attachment: 1. *TransNet* Early Action Program (map)

Key Staff Contacts: Elisa Arias, (619) 699-1936, ear@sandag.org
José Nuncio, (619) 699-1908, jnu@sandag.org

Funds are budgeted in Work Element #3100500

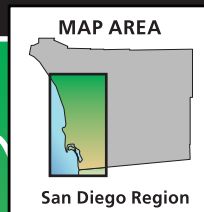
EARLY ACTION PROJECTS

September 2010



www.KeepSanDiegoMoving.com

- 1 SR 76:**
Widen highway
- 2 SR 52:**
Widen and extend highway
- 3 Mid-Coast:**
Transit: Old Town-UCSD
Transit: UTC SuperLoop
- 4 I-15:**
HOV/Express Lanes
Transit: Escondido-Downtown
Transit: Escondido-Sorrento Valley
- 5 I-805:**
HOV/Express Lanes
Transit: Otay-Downtown
Transit: Otay-Sorrento Valley
- 6 North Coast:**
I-5 HOV/Express Lanes
Coastal rail double-tracking
- 7 SPRINTER:**
Oceanside-Escondido light rail
- 8 Blue and Orange Line Trolley:**
Low-floor vehicles
Station upgrades
- 9 Mid-City:**
Transit: Downtown-SDSU
- 10 Goods Movement:**
South Line rail upgrades
- 11 SR 94 / SR 125:**
South to East Connector



Highway Projects

- Completed
- Under Construction
- Preliminary Engineering

Transit Projects

- Completed
- Under Construction
- Preliminary Engineering
- Light Rail Line

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Our Region.
Our Future.

2050 Regional
Transportation Plan

SANDAG

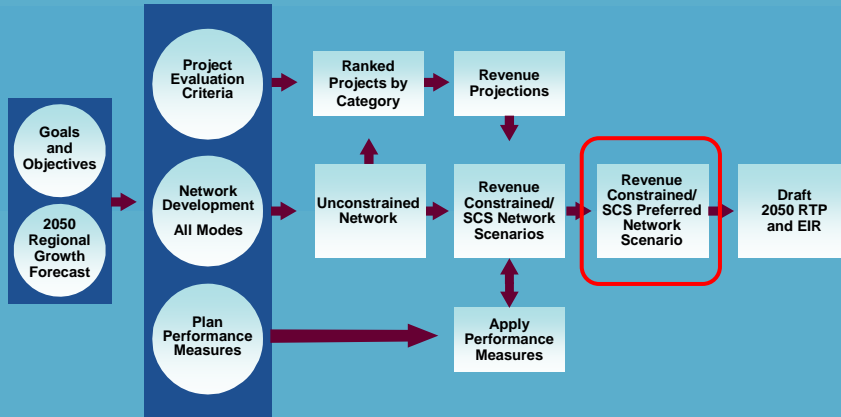
Anticipated Revenues
and Allowable Uses

January 14, 2011

SANDAG

2050 RTP Process and Timeline

Fall 2009 Spring 2010 Summer 2010 Fall 2010 Spring 2011



Preferred Scenario Transit Network

- High Speed and Commuter Rail
- COASTER Rail
- Light Rail Transit
- Express Light Rail Transit
- Bus Rapid Transit
- Peak Bus Rapid Transit
- Rapid Bus
- Streetcar/Shuttle-Circulator
- High Frequency Local Bus Services
- Major Capital Investments Projects



Preferred Scenario Highway Network

- Managed Lanes
- General Purpose Lanes
- Toll Lanes
- Operational Improvements
- Freeway Connectors
- HOV Connectors
- Freeway & HOV Connectors
- C = Conventional Highway
- F = Freeway
- HOV = High Occupancy Vehicle
- MB = Movable Barrier
- ML = Managed Lanes
- OPS = Operational Improvements
- T = Toll Road

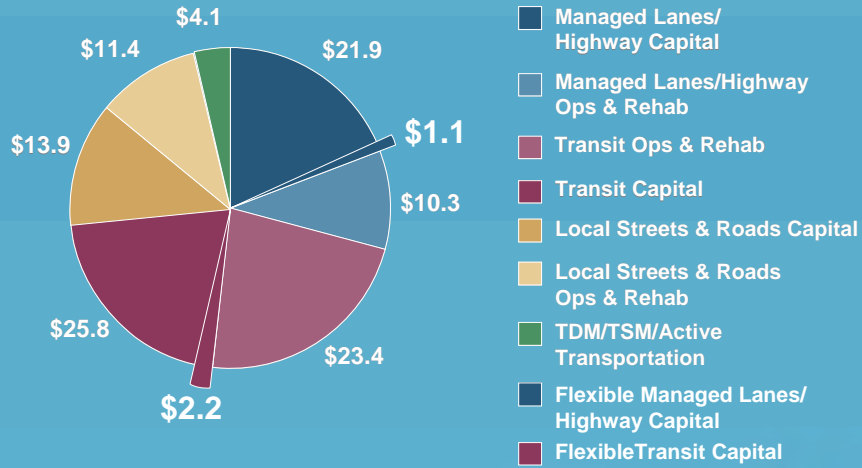


Preferred Revenue Constrained Scenario: Other Key Components



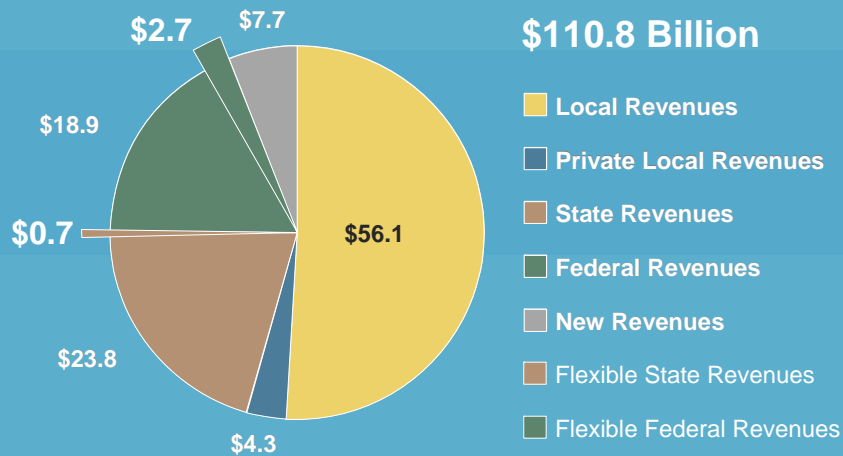
Preferred Scenario: Estimated Cost (in \$ 2010 Billions)

\$110.8 Billion

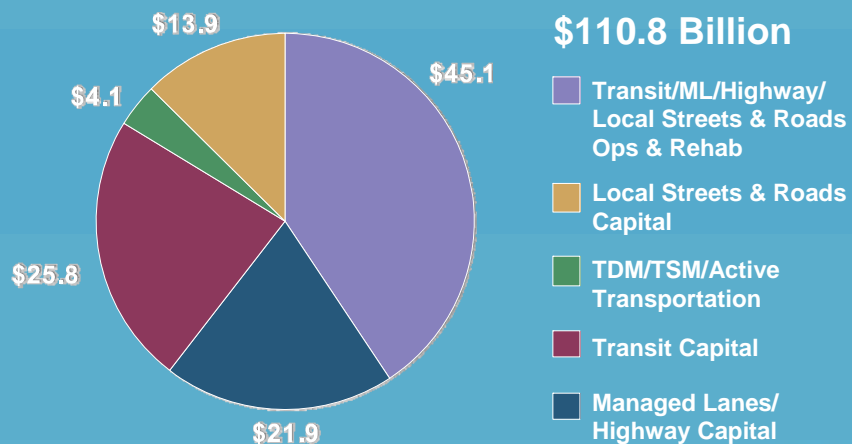


2010 - 2050 Anticipated Revenues (in \$ 2010 Billions)

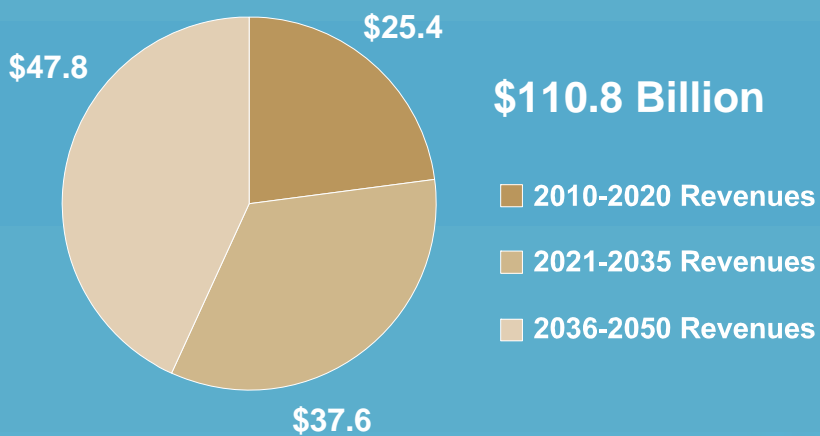
\$110.8 Billion



System Preservation & Capital Projects/Programs (in \$ 2010 Billions)



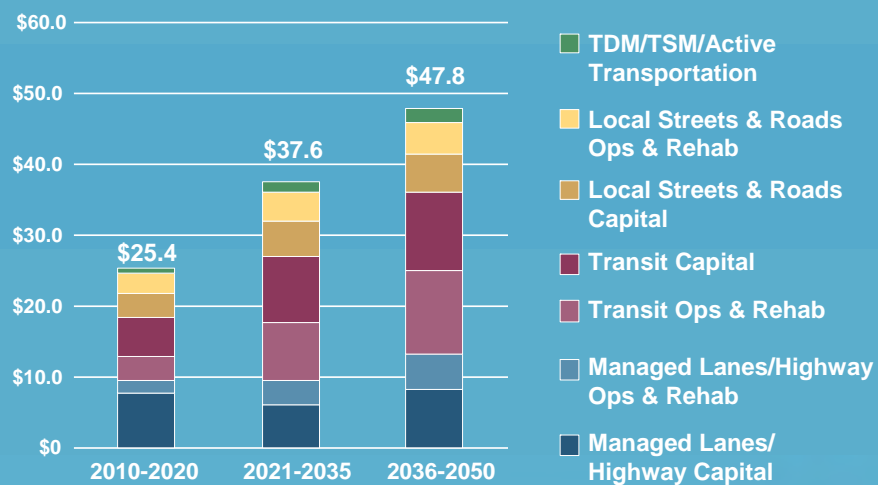
Phased Anticipated Revenues (in \$ 2010 Billions)



RTP Revenues and Allowable Uses

- Governed by:
 - Federal and State statutes
 - *TransNet* Extension Ordinance
 - Board policy
 - Other entities (Caltrans, local jurisdictions)

Phased Projects & Programs Based on Anticipated Revenues (in \$ 2010 Billions)



FTA Full Funding Grant Agreements & Proposed New Transit Projects

- San Diego Region Experience
 - New Starts projects
 - Orange Line Trolley (Euclid Avenue-El Cajon)
 - Green Line Trolley (Mission Valley East)
 - SPRINTER Line (Oceanside-Escondido)
 - Mid-Coast Corridor in progress
 - Small Starts projects
 - Mid-City Rapid in progress

Phasing the Draft 2050 RTP

Key Factors:

- Anticipated Revenues
 - Cash Flow over 40 years of Plan
 - Allowable Uses & Restrictions
- Project Readiness & “Pipeline” Projects
- Project Rankings



Next Steps

- January 21, 2011 – Joint Transportation and Regional Planning Committee Meeting
 - Anticipated Revenues & Allowable Uses
 - Draft Phasing of Projects, Programs, & Services
- January 28, 2011 – Board of Directors Meeting
 - Draft Phasing of Projects, Programs, & Services
- Spring 2011 – Board of Directors anticipated to accept Draft 2050 RTP and EIR for public review