



# TransNet Environmental Mitigation Program Fact Sheet

TransNet will provide \$850 million for an Environmental Mitigation Program

- \$650 million for the mitigation of regional and local transportation projects
- \$200 million for regional habitat acquisition, management and monitoring activities

A collaborative effort among the cities, the county, wildlife agencies, stakeholders, and SANDAG.



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## TransNet Environmental Mitigation Program

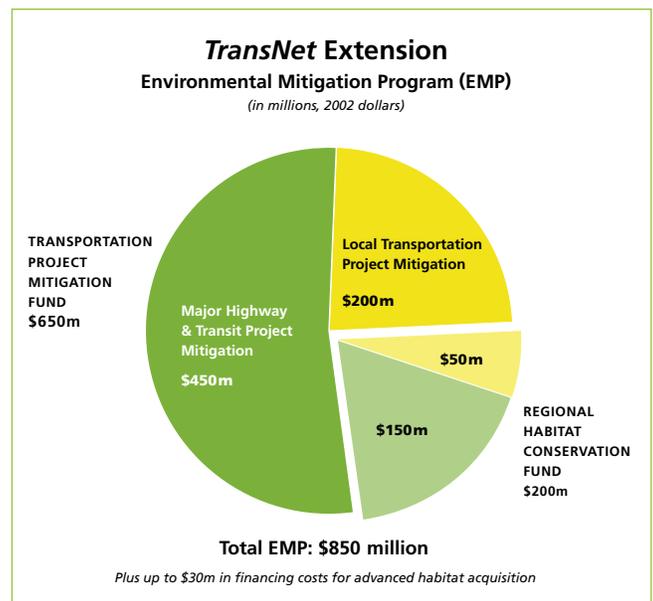
In 1987, voters approved the *TransNet* program – a half-cent sales tax to fund a variety of important transportation projects throughout the San Diego region. This 20-year, \$3.3 billion transportation improvement program expires in 2008. In November 2004, 67 percent of the region’s voters supported the extension of *TransNet* to 2048 – thereby generating an additional \$14 billion for highway, transit, and local road projects and other transportation improvements.



A unique component of the extension is the creation of an environmental mitigation program (EMP), which goes beyond traditional mitigation for regional and local transportation projects. While the EMP includes an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for

regional and local transportation projects, it also includes additional funding for habitat acquisition, management, and monitoring activities. The EMP will help implement the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP).

The ballot measure identified \$850 million to be used for the EMP. The EMP principles state that two funds shall be established. The first one, a “Transportation Project Mitigation Fund” covers direct mitigation costs for regional and local transportation projects estimated to be \$650 million (\$450 million for regional projects, \$200 million for local projects).



These funds will be used for the mitigation needs of the major transportation

infrastructure improvement projects and programs identified in the SANDAG Regional Transportation Plan. Although the extension does not begin until April 2008, an “early action program” has been designed to address priority projects. Satisfying the mitigation requirements for these priority projects will be addressed

**What do we mean by  
“Economic  
Benefit?”**

*With today’s rising land prices, we know that if we buy land today, it will cost less than if we wait and buy it later. Smart investors know this, which is why land in Southern California is at a premium.*

*Transportation projects will be built during the next 30 years. Whenever a project impacts sensitive habitats, mitigation lands must be acquired prior to the issuance of permits. If land is purchased in advance of need, with mitigation ratios held constant over time, an economic benefit is derived because the mitigation obligation is known and the land is purchased at today’s prices. The savings derived by purchasing land today, rather than at some time in the future, constitutes the economic benefit.*

comprehensively rather than on a project-by-project basis in order to maximize early land acquisition opportunities.

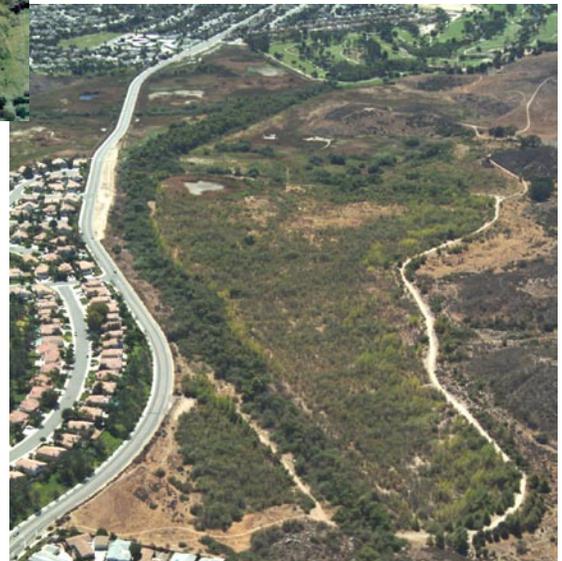
The early action *TransNet* projects include: the widening of SR 76 between Melrose Drive and I-15; the extension of SR 52 from SR 125 to SR 67; the Mid-Coast regional transit extension from Old Town onto the UCSD campus and over to University City; the I-15 Managed Lanes from SR 78 to SR 163; the SR 52 reversible Managed Lanes from I-15 to SR 125; the I-5 North Coast Corridor projects; and the I-805 corridor projects.

The second fund, a “Regional Habitat Conservation Fund,” will be approximately \$200 million (\$150 million for regional projects and \$50 million for local projects). These funds will be made available for regional habitat acquisition, management, and monitoring activities necessary to implement the MSCP and the MHCP. Funds are estimated based on the **economic benefit** derived from purchasing land with the “Transportation Project Mitigation Fund” in advance of need in larger blocks at a lower cost, and with mitigation ratios predetermined and held constant over time for each of the habitat conservation plans. The Environmental Mitigation Program guidelines identify up to \$30 million in financing costs allocated from the expenditure plans.

The Environmental Mitigation Program will be a collaborative effort among SANDAG, the cities, the county, the wildlife agencies (California Department of Fish and Game and the US Fish and Wildlife Service), and other regulatory agencies (Coastal Commission, US Army Corps of Engineers, US Environmental Protection Agency, and the Regional Water Quality Control Board) as well as representatives of various stakeholder groups, including the environmental community and the science/technical community.



*Before*



*After*

*Fifty acre wetland mitigation site  
at Route 76 and Pilgrim Creek in Oceanside*