

Tammy Cloud-McMinn

From: Jason Oziel <jason_oziel@icloud.com>
Sent: Friday, November 8, 2024 11:57 AM
To: City Clerk
Subject: Nov 12 City Council Agenda Item 3

All Receive - Agenda Item # 3
For the Information of the:
CITY COUNCIL
Date 11/12/24 CA CC
CM ACM DCM (3)

I am writing to encourage the City Council to consider **NOT amend** the San Diego Association of Governments' Active Transportation Grant for the Carlsbad Blvd and Tamarack Ave Intersection Improvements Project.

SANDAG has already provided the city 2 extensions and is not interested in continuing to play games. If city staff cannot get their stuff together in the 8 years since the original grant was approved, perhaps it tells a story that this "improvement" project is not right for this location.

The city was given a set of parameters and now wants to move the goal posts because they can't seem to work within the guidelines that have already been established.

This is going to be an expensive project no matter how you skin it. And it is a complete waste of taxpayer dollars. Stop the madness and address the real issue (crosswalks and safe crossing) without wasting so much time and money on a roundabout that is so wrong for this location.

Sincerely,
Jason Oziel
Longtime Resident of Tamarack Ave

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Tammy Cloud-McMinn

From: Steve Linke <splinke@gmail.com>
Sent: Sunday, November 10, 2024 10:32 AM
To: Keith Blackburn; Priya Bhat-Patel; Teresa Acosta; Melanie Burkholder; Carolyn Luna; City Clerk
Subject: Carlsbad Blvd/Tamarack Ave intersection SANDAG grant (11/12/2024 Item #3)
Attachments: 2024-11-12 CC Carlsbad Blvd-Tamarack Ave intersection grant - Linke comment.pdf

See the attached public comment PDF.

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November 10, 2024

Re: Carlsbad Blvd/Tamarack Ave intersection project SANDAG grant (11/12/2024 Item #3)

City Council and Staff:

This item on funding the Carlsbad Boulevard/Tamarack Avenue intersection improvement project should be pulled from the Consent Agenda for discussion. Staff should be asked to: (1) request that remaining grant funds be used for simultaneous design and environmental review of both the roundabout and traffic signal options, (2) come back with a reasonable overall funding mechanism that does not rely entirely on gas taxes (currently \$17.7M total, creating a \$10M negative balance in the gas tax fund in the year of construction), and (3) plan for a Prop H-like public vote on the project consistent with its cost and discretionary nature.

Propose simultaneous design/environmental review of roundabout and traffic signal options

This project was presented to council on 7/18/2023 with staff's recommended choice of a roundabout over a traffic signal. The roundabout was chosen in a 3-2 vote in the context of significant public opposition based mainly on safety and congestion concerns, which were objectively quantified at the meeting. And the final choice was made contingent upon the performance of the roundabout planned for Cannon Road on Carlsbad Boulevard.

It is a good idea to request a scope shift of the SANDAG grant from construction costs to design/environmental review costs in order to avoid forfeiture of the remaining funds. However, there still would be approximately \$476,000 of grant funds forfeited if only the roundabout option is designed/reviewed. The SANDAG grant money was originally available regardless of the choice of roundabout or traffic signal, so, perhaps the remaining funds could be used for simultaneous design/environmental review costs of both options.

One of the options could be determined to be infeasible or impractical during the design/review process, and the two options could serve as environmental alternatives. With the parallel design/environmental review approach, either option could be shovel-ready when the final choice is made. Otherwise, if the traffic signal option is eventually chosen, the timeline would have to start over.

Costs/gas tax funding mechanism

The latest information on the total estimated cost for the roundabout option is approximately \$19M (before a more accurate estimate is developed and not accounting for inflation-related cost increases or construction cost overruns). The currently proposed funding mechanism has all of the non-grant funds coming **exclusively** from the gas tax fund--about \$1.8M already spent

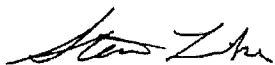
and an estimated \$15.9M planned for the future. This is an unprecedented gas tax appropriation for a single discretionary intersection project that likely will consume the entirety of **5+ years** of Carlsbad's gas tax revenues and seemingly create a nearly **\$10M negative balance** in the gas tax fund in the construction year (see the Table attached below). This is a huge amount of money with opportunity costs on many other smaller projects, like expediting Safe Routes to Schools, etc.

Public vote based on cost and discretionary nature of project

Prop H limits capital expenditures to \$1M of "city funds" without a public vote (which may now be increasing to \$3M under Measure B). Prop H is routinely cited by staff as an excuse to avoid projects they do not want to do, even if they address growth management deficiencies (e.g., College Boulevard completion). However, alternative (non-Prop H) sources of funding seem to be found for other--often discretionary--projects that staff wants to do. In this case, the appropriation of Carlsbad's gas tax funds, which have inexplicably been defined as not being "city funds," conveniently avoids the need for a public vote.

I supported the Measure B increase in the Prop H limit but wanted it linked to an expansion of the definition of "city funds" to sources like gas taxes and some traffic impact fees, which are for general use on any transportation-related projects--not tied to specific projects. Even if a public vote is not mandatory with the currently proposed gas tax funding scheme, council should schedule a vote on the project anyway in the spirit of Prop H, given the magnitude of the appropriation and its discretionary nature.

Sincerely,



Carlsbad, CA

Email: splinke@gmail.com

Attachment: Gas Tax Fund table from the Fiscal Year 2024-25 Capital Improvement Program

Attachment: Gas Tax Fund table from the Fiscal Year 2024-25 Capital Improvement Program

GAS TAX FUND							
	PRIOR YEARS	YEAR 1 2024-25	YEAR 2 2025-26	YEAR 3 2026-27	YEAR 4 2027-28	YEAR 5 2028-29	YEAR 6-15 2030-39
BEGINNING FUND BALANCE	N/A	178,950	4,937,945	2,697,828	4,628,492	(9,396,669)	(7,985,256)
REVENUES							
Gas Tax and Prop 42 Funds		3,186,643	3,262,882	3,298,664	3,334,839	3,371,413	34,270,794
Total Revenues	N/A	3,186,643	3,262,882	3,298,664	3,334,839	3,371,413	34,270,794
CAPITAL PROJECTS							
Barrio Street Lighting	150,000	-	-	-	-	-	-
Camino De Los Coches and La Costa Avenue Intersection Control	350,000	-	2,000,000	-	-	-	-
Carlsbad Village Drive Widening - Pontiac Drive to Victoria Avenue	-	-	-	-	-	700,000	2,500,000
Carlsbad Blvd And Tamarack Avenue Pedestrian Improvements	1,771,001	-	-	300,000	15,600,000	-	-
Carlsbad Boulevard Emergency Repair	841,002	-	-	-	-	-	-
Carlsbad Boulevard Lane Reduction and Edge Striping	300,000	-	-	-	-	-	-
Carlsbad Blvd Median-Tamarack Avenue To Pine Avenue	-	-	-	-	-	-	-
Carlsbad Blvd Pedestrian Improvement Project	1,055,888	-	-	-	-	-	-
Citywide Drainage Improvement Program	6,090,594	-	-	-	-	-	-
Citywide Street Lighting Program	150,000	-	-	-	-	-	-
Citywide Thermoplastic Pavement Markings	50,000	150,000	150,000	150,000	150,000	150,000	1,500,000
Concrete Repair/Replacement Program	3,133,000	260,000	250,000	290,000	340,000	390,000	4,700,000
El Camino Real And Cannon Road Intersection Improvements	661,126	-	-	-	-	-	-
El Camino Real Medians	904,530	(352,000)	-	-	-	-	-
El Camino Real Widening - Arenal Road to La Costa Avenue	1,450,000	-	-	-	-	-	-
Guardrail Replacement And Improvement Program	150,000	-	-	-	-	-	200,000
Intelligent Traffic Control Devices	199,999	-	-	-	-	-	-
Kelly Drive And Park Drive Road Diet And Multiuse Trail	130,000	-	1,000,000	-	-	-	-
La Costa Avenue Traffic Improvements	121,300	(108,842)	-	-	-	-	109,000
Laguna Drive Storm Drain	256,000	-	1,000,000	-	-	-	1,494,000
Marca Place Drainage Improvements	65,000	-	-	-	-	-	-
Palomar Airport Rd and Avenida Encinas GMP Improvements	230,000	(230,000)	-	-	-	-	-
Park Drive Drainage And Street Improvements	3,965,001	-	-	-	-	-	-
Paseo Del Norte Pedestrian and Bike Improvements	-	65,490	-	-	-	-	-
Pavement Management Program	7,930,849	-	-	-	-	-	-
Retroreflectivity Sign Replacement Program	1,000,000	150,000	70,000	120,000	120,000	120,000	1,200,000
Roadway Slope Stabilization	779,998	500,000	-	-	-	-	-
Romeria Drainage Improvements	347,937	-	-	-	-	-	-
Schools Traffic Safety Program	-	250,000	-	-	-	-	-
Sidewalk/Street Construction Program	-	988,000	633,000	108,000	750,000	200,000	5,225,000
Sustainable Mobility Plan Implementation Program	710,567	-	-	-	-	-	-
Traffic Improvement Program	2,388,004	-	-	-	-	-	-
Traffic Monitoring Program	200,000	170,000	400,000	400,000	400,000	400,000	-
Traffic Signal - Maverick Way & Camino De Los Coches	490,000	450,000	-	-	-	-	-
Traffic Signal - Tamarack Avenue And Valley Street	502,370	-	-	-	-	-	-
Traffic Signal Right Turn Overlaps	150,000	135,000	-	-	-	-	-
Village And Barrio Traffic Circles	4,159,001	(4,000,000)	-	-	-	-	-
Total Project Expenditures		(1,572,352)	5,503,000	1,368,000	17,360,000	1,960,000	16,928,000
ENDING FUND BALANCE	N/A	4,937,945	2,697,828	4,628,492	(9,396,669)	(7,985,256)	9,357,538