



04-05-13 P01:45 4N

1255 Imperial Avenue, #1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

Agenda

MEETING OF THE METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

April 11, 2013

Executive Conference Room
9:00 a.m.

ACTION RECOMMENDED

- A. ROLL CALL
- B. APPROVAL OF MINUTES - February 14, 2013 Approve
- C. COMMITTEE DISCUSSION ITEMS
 - 1. Trolley Renewal Project Update (Wayne Terry & John Haggerty of SANDAG)
Action would receive a report for information. Receive
 - 2. Bus Shelter Procurement (Rob Schupp)
Action would provide direction on the following: (1) whether to utilize capital improvement project funds to purchase up to 500 bus shelters to be located throughout the MTS service territory beginning in January 2014 or thereabouts, and (2) selecting a style(s) of bus shelter amenity to be used in a Request for Proposals (RFPs). Possible
Action
- D. REVIEW OF DRAFT APRIL 18, 2013, JOINT BOARD AGENDA
- E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA
Review of SANDAG Transportation Committee Agenda and discussion regarding any items pertaining to MTS, San Diego Transit Corporation, or San Diego Trolley, Inc. Relevant excerpts will be provided during the meeting. Possible
Action
- F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS
- G. PUBLIC COMMENTS
- H. NEXT MEETING DATE: May 9, 2013
- I. ADJOURNMENT

Please SILENCE electronics
during the meeting

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



MEETING OF THE EXECUTIVE COMMITTEE FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS)
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

February 14, 2013

MINUTES

A. ROLL CALL

Chairman Mathis called the Executive Committee meeting to order at 9:02 a.m. A roll call sheet listing Executive Committee member attendance is attached.

B. APPROVAL OF MINUTES

Mr. Ovrom moved for approval of the minutes of the January 10, 2013, MTS Executive Committee meeting. Mr. Roberts seconded the motion, and the vote was 4 to 0 in favor (with Mr. Gloria absent).

C. COMMITTEE DISCUSSION ITEMS

1. East County Bus Maintenance Facility Expansion Project

Paul Jablonski, Chief Executive Officer updated the Executive Committee on the status of pursuing LEED Certification and the process required to obtain LEED certification. Mr. Jablonski advised MTS had met with their designer Parsons Brinckerhoff and their architects to discuss LEED Certification requirements. MTS has already complied with the CA equivalent of LEED Certification required in CA building code. MTS concluded that LEED Silver status will be pursued with regard to design. Mr. Jablonski advised a Complete Energy Modeling Audit was underway and takes approximately two weeks to complete. Once this audit is complete there will be a more definitive picture as to the savings the new MTS facility will incur. Mr. Jablonski discussed the LEED points system. A significant energy improvement would be solar panels constructed on the flat roof structure over the garage base. The entire process is expected to cost approximately \$1M. The photo's voltaic system would likely cost between \$600-700K. Mr. Jablonski explained that there will be a payback of these costs over period of time and possibly savings from a decrease in utility costs with any additional investment wiped out in savings.

Mr. Roberts advised it was a good strategy and questioned what type of savings is expected. Mr. Jablonski advised once the audit was complete and the certification process was finalized there would more definitive information available on what the potential savings will be.

Mr. Roberts questioned the orientation of the building. Mr. Jablonski advised it was North/South.

Mr. Roberts asked what it would take points wise to obtain LEED Gold status. Mr. Jablonski advised it was 60 points and he thought this was possible however it was estimated the investment required in order to achieve Gold status would be 70% higher than pursuing Silver status.

Claire Spielberg, Chief Operating Officer of Transit discussed aspects of Energy remodeling.

Action Taken

Mr. Ovrom moved to receive a report for information on the East County Bus Maintenance Facility Expansion Project and provide comments. Mr. Roberts seconded the motion, and the vote was 4 to 0 in favor (with Mr. Gloria absent).

2. Gas Service Provider Agreement Extension

Mike Thompson, Budget Manager, discussed the program including the history and MTS's current gas service provider. Mr. Thompson advised MTS's current agreement with BP energy expires in the near future. Mr. Thompson discussed the Gas Service Provider bidding process, renewable energy and credits and Federal legislation. He explained the annual usage of renewable energy and traditional fuel replacements and discussed Renewable Identification Numbers (RINs) including one such renewable fuel called biogas. Mr. Thompson reviewed the state program with regard to renewable energy credits and advised that MTS is currently generating LCFS credits. Mr. Thompson stated that MTS would receive 3 times as many credits if biogas was purchased. Mr. Thompson discussed the Extension Proposal by BP to purchase biogas in lieu of natural gas and discussed credit usage by BP and MTS with regard to RIN credits and LCFS credit. BP would manage the EPA and CARB requirements. Mr. Thompson discussed the yearly savings and contract terms. Mr. Jablonski commented MTS's financial analysis has been very conservative. Mr. Thompson provided a staff recommendation to extend the agreement with BP.

In response to questions from Mr. Roberts Mr. Thompson described the national pipeline and fuel purchase process explaining that the gas MTS currently pays for at present time is not the specific gas MTS's fleet utilizes. Mr. Thompson further explained BP is obtaining credit for selling MTS biogas.

Ron Roberts asked if biogas and CNG interchangeable? Cliff Telfer, CFO responded they were interchangeable and the biogas goes back into the same tank as the CNG gas.

Mr. Ovrom questioned if there would be any adverse effects for operations and maintenance with regard to utilizing biogas. Mr. Telfer advised MTS could potentially use biogas at present time.

Jim Cunningham questioned why MTS did not obtain additional competitive bids for the contract. Ms. Karen Landers, General Counsel, advised MTS determined it is sole source supplier as MTS had surveyed additional suppliers and no other providers are offering this particular program and biogas option.

Mr. Cunningham questioned what percentage of the credits MTS would receive versus that of BP. Mr. Jablonski advised it is close to 50% and there are many variables. Mr. Jablonski advised MTS has negotiated with the main objective being that of revenue security.

Mr. Roberts asked what would happen if no savings were incurred. Mr. Jablonski advised MTS would continue to pay for gas as it does now so there is no downside.

Mr. Thompson advised there was an escape clause within the contract if savings doesn't materialize.

Action Taken

Mr. Cunningham moved to forward a recommendation to the Board of Directors to authorize the CEO to: (1) extend the gas service provider agreement with BP Energy Company (BP) for a five-year base term with 2 one-year option terms; (2) exercise each option year at the CEO's discretion; and (3) execute any documents necessary for MTS to participate in the BP direct market, federal Renewable Identification Number (RIN), and state low-carbon fuel standard (LCFS) programs. Mr. Ovrom seconded the motion, and the vote was 5 to 0 in favor.

3. Bus Rapid Transit (BRT) Branding

Rob Schupp, Director of Marketing, provided a BRT branding update. Mr. Schupp gave an overview of the three projects being developed by SANDAG.

Harry Mathis asked if this brand would be used in the future. Mr. Schupp responded this brand would be used and carried forth on all BRT routes moving forward.

Mr. Schupp explained the service provided by the three routes and provided an image of downtown station simulation. Mr. Schupp discussed SANDAG Policy 18 and the collaborative process.

Harry Mathis asked if the Board makes final decision or does the decision rest with SANDAG. Paul Jablonski, Chief Executive Officer, advised that MTS makes final decision.

Mr. Schupp discussed naming conventions and the criteria used such as how well the name describes MTS's service as well as how memorable the name is. Mr. Schupp advised MTS decided to go with the name "Rapid". Mr. Schupp advised MTS was working on bus paint schemes. Mr. Schupp commented the goal of "Rapid" was to build on the equity existing in MTS's current branding. Mr. Schupp stated there is a need to differentiate BRT from MTS's existing brand while maintaining similar elements. Mr. Schupp reviewed MTS's current branding. Mr. Schupp discussed the SuperLoop and Trolley brands and how the brand connects all of MTS's services as there is a common theme. Mr. Schupp stated MTS utilized the services of Miriello Grafico in developing the final look and explained Miriello Grafico's creative process. Mr. Schupp provided images of all sides of a Rapid bus and the branding which has a common connecting theme and discussed the easily recognizable differences of a Rapid bus. Mr. Schupp reviewed the Pylon branding options.

Mr. Gloria questioned if it is a different vehicle than the vehicle MTS currently uses. Mr. Jablonski advised it was a different vehicle. Mr. Jablonski responded it is a different manufacturer from our current buses and the Rapid buses are New Flyer 60 foot CNG articulated buses. Mr. Jablonski explained that when you go through the BRT process for Federal grants separate branding is required to distinguish from the rest of the service fleet while at the same time maintaining brand consistency. Mr. Jablonski advised the interior would be different with regard to seating, etc.

Mr. Gloria questioned if the fare prices would be the same. Sharon Cooney, Chief of Staff responded the fares are not set yet. Ms. Cooney advised SANDAG conducted a fare study a few years ago and it was envisioned that it would be a higher fare and there might possibly be different price point zones. Ms Cooney stated that should the fares be changed SANDAG would have to modify the Fare Ordinance.

Mr. Gloria asked when the Rapid buses would go into circulation. Mr. Jablonski advised they would likely be in service in the summer or fall of 2013.

Mr. Gloria questioned how the Rapid pylons would be distinguishable from the MTS pylons.

Mr. Schupp advised the pylons would have "Rapid" listed on them and they would be distinct for Rapid with the Rapid info panel included on the Pylon.

Mr. Gloria asked if the name "Rapid" would give the impression the rest of MTS's service is slow.

Mr. Jablonski advised the Rapid bus stops are further apart and they won't be stopping every block or every other block, therefore the operating speed would be quicker.

Ms. Spielberg commented it is the express vs. local theory of transit.

Action Taken

Mr. Cunningham moved to receive a report on Bus Rapid Transit (BRT) branding for buses procured for Interstate 15 (I-15), Mid-City, and South Bay BRT services. Mr. Gloria seconded the motion, and the vote was 5 to 0 in favor.

4. Appointment of San Diego Association of Governments ("SANDAG") Transportation Committee Representative and Alternate (Sharon Cooney)

Ron Roberts made motion to appoint Harry Mathis as primary and Al Ovrom as alternate of the SANDAG Transportation Committee.

Action Taken

Mr. Cunningham moved to elect Harry Mathis, Chairman of the MTS Board of Directors, to serve on the SANDAG Transportation Committee for the 2013 calendar year as the primary member. Mr. Gloria seconded the motion, and the vote was 4 to 1 in favor (with Mr. Mathis abstaining).

Mr. Cunningham moved to elect Al Ovrom, MTS Board Member, to serve on the SANDAG Transportation Committee for the 2013 calendar year as the alternate member. Mr. Gloria seconded the motion, and the vote was 4 to 1 in favor (with Mr. Ovrom abstaining).

5. Trolley Renewal Project Update

Mr. Jablonski provided a status update on the project advising the Green Line, Orange Line and Downtown stations were almost complete and MTS would start construction on the Blue Line fairly soon. Mr. Jablonski advised SANDAG had a protest on the Blue Line which would hopefully be resolved within the next few weeks with construction to commence in late April or early May of 2013. Mr. Jablonski advised MTS was researching with Siemens to investigate how MTS could contractually exercise an option for additional cars, but with this additional agreement MTS would not be committed with only the car price being preserved which would be very beneficial to the Mid-coast project. Mr. Jablonski advised on the status of the power substations and advised MTS was working with the City the on Mt.

Hope Cemetery and 25th and Commercial power substations.

Action Taken

Mr. Cunningham moved to receive a report for information. Mr. Gloria seconded the motion, and the vote was 5 to 0 in favor.

D. REVIEW OF DRAFT FEBRUARY 21, 2013, BOARD AGENDA (TAKEN OUT OF ORDER)

Recommended Consent Items

6. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on January 15, 2013

Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports for information; and (2) ratify actions taken by the SD&AE Board at its quarterly meeting on January 15, 2013.

7. Investment Report - November 2012

Action would receive a report for information.

8. Pay Phone Services - Contract Award

Action would authorize the CEO to: (1) execute MTS Doc. No. L1086.0-12 with Western Communication Systems, Inc. (WESCOMM) a revenue contract for pay phone services for a five-year base period with 2 one-year option terms; and (2) exercise each option year at the CEO's discretion.

9. Excess Insurance Renewals for Liability and Workers' Compensation Program

Action would approve the purchase of excess liability insurance (at limits of \$75 million less a \$2 million self-insured retention) and excess workers' compensation insurance (at statutory limits less a \$1 million self-insured retention) The new policies would be in effect from March 1, 2013, through March 1, 2014.

10. Fiber-Optics Link Project - Funds Transfer

Action would approve the transfer of funds from the Fiber-Optics Link Project (CIP 11340) to the Orange/Green Lines Fiber-Optics Cable Project (CIP 1144400) to complete the fiber loop from Old Town to Santa Fe Depot.

11. Investment Report - December 2012

Action would receive a report for information.

12. Kearny Mesa Division Garage Floor Epoxy Coating - Job Order Contract Work Order

Action would authorize the CEO to execute Job Order Contract (JOC) MTSJOC1431-04 with

ABC Construction for the Kearny Mesa Division (KMD) Garage Floor Epoxy Coating Project.

13. Onboard CCTV System Installation - Contract Amendment

Action would authorize the CEO to execute MTS Doc. No. L0955.2-10 with UTC Fire and Security for the provision of onboard video surveillance systems on 8 additional S70 light rail vehicles (LRVs).

14. Proposed Revisions to MTS Policy No. 50 (Engineering and Construction Expense Cost Recovery for Plan Review, Real Estate Actions, and Right of Entry Permits)

Action would approve revisions to MTS Policy No. 50 (Engineering and Construction Expense Cost Recovery for Plan Review, Real Estate Actions, and Right of Entry Permits) to increase the current right of entry permit fee as recommended by the San Diego and Arizona Eastern Railway Company (SD&AE) Board of Directors at its quarterly meeting on January 15, 2013.

15. California Department of Transportation (Caltrans) Program of Projects for Federal Transit Administration (FTA) Section 5311 Funding - Fiscal Year 2013

Action would approve Resolution No. 13-3 authorizing the application for and use of FTA Section 5311 funding for operating assistance and miscellaneous improvements in nonurbanized areas.

BOARD MEMBER QUESTIONS & COMMENTS ON FEBRUARY 21, 2013 BOARD AGENDA:

Mr. Cunningham asked if there would be a discussion on updating the Board on LOSSAN at the next Board meeting. Ms. Cooney advised there would be an update on LOSSAN and the recommendation would not be to take an action, but to provide a report.

Mr. Jablonski advised that after the Board took action and approved the amended JPA with the three add-ons which would go to the LOSSAN board in a few days to get ruled upon, NCTD has concluded they will not support MTS as Managing Agency of LOSSAN. Mr. Jablonski stated that NCTD conveyed that they do not want to give SANDAG the ability to vote as a party to the LOSSAN JPA therefore NCTD will provide an opposing vote. Mr. Jablonski explained if this happens the current version of the JPA will be quashed as it has to be approved unanimously and substitute legislation is expected to be implemented to eliminate the need for unanimous support. The revised JPA will come back to Board for review.

Mr. Jablonski provided the Executive Committee a report on the MTS office renovation and advised 3 out of 4 sections of the building were remodeled previously with the final section not yet renovated. Mr. Jablonski advised this renovation's primary goal is to create more space to include the Compass staff to consolidate this function in one area to make the office space more efficient. Mr. Jablonski advised the project will be approximately \$30,000 with regard to cosmetic upgrades and they are still waiting on a construction estimate and once received MTS will bring to the Executive Committee for review.

Ms. Cooney stated that MTS is hoping to hear from the City of San Diego on the Taxicab Administration item, but at present time MTS is still moving forward with the same recommendations. Mr. Jablonski advised with regard to Taxicab Administration the belief is

that the City does not wish to renew the contract and the City of San Diego would likely take over Taxicab Administration after communication with the Mayor's Chief of Staff, Vince Hall. Mr. Jablonski advised MTS is expecting a letter or City representatives to attend the next MTS Board meeting in an official capacity and communicate this intention. Ms. Cooney advised MTS requested City staff to draft a letter to MTS to officially confirm this intention. Mr. Jablonski stated transition time will need to be allotted and it will take coordination, training, transition of staff, etc. and the quicker a resolution can be come to, the better.

Ms. Cooney mentioned MTS's Federal lobbyist will be here at the next Board meeting to provide a report on Item 31.

Ms. Landers advised an additional closed session item relating to real property negotiations will be added to the agenda.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

Ms. Cooney provided a hard copy of the agenda and asked the Committee to review Item No. 7 as it is an information item on various grant proposals for the Job Access and Reverse Commute Program ("JARC"). Ms. Cooney advised these programs are considered discretionary and are done through a competitive process at SANDAG. Ms. Cooney stated this competitive process will likely be eliminated in the next couple of years due to MAP-21. Ms. Cooney advised MTS has always scored very well and believes MTS will be awarded \$1.1M under the JARC program as well as \$200K under the New Freedom program. Ms. Cooney discussed the 6 routes recognized by the JARC program and advised it is an information item and the decision will happen in March, 2013. Mr. Jablonski suggested the Board preserve this funding for this successful, efficient and highly productive service. Mr. Jablonski advised the significant Federal change in authorizing MAP-21 legislation is taking away the open competitive process, giving the funding directly to the transit operators and MTS fully supports this decision as it is the best decision in order to fully utilize the funding.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

Mr. Gloria questioned MTS's safety of security guards pursuant to a recent MTS news story. Mr. Gloria suggested that Chief of Police and Director of Security, Bill Burke, provide security reports

Mr. Jablonski advised the crime statistics for MTS are down. Mr. Jablonski advised MTS was spending more on security and working with the Ad Hoc Public Security Committee to keep more security officers on duty at night. Mr. Jablonski stated that compared to other cities MTS's crime statistics are very good. Mr. Jablonski stated the headlines are misleading and there was no security breach.

Mr. Mathis advised Mr. Burke keeps close watch on the quality of training of security officers and all concerns would be discussed at the next Ad Hoc Public Security Committee meeting

C. COMMITTEE DISCUSSION ITEMS – Continued

The Executive Committee convened to Closed Session at 10:15 a.m.

6. CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE EVALUATION/
CONFERENCE WITH LABOR NEGOTIATORS CHIEF EXECUTIVE OFFICER Pursuant to

California Government Code Sections 54957 and 54957.6;
Agency-Designated Representative: Harry Mathis
Employee: Paul C. Jablonski

7. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS
Pursuant to California Government Code section 54957.6
Agency-Designated Representative: Jeff Stumbo
Employee Organization: Amalgamated Transit Union, Local 1309

The Executive Committee reconvened to Open Session at 10:50 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

6. The Committee received a report for information and gave instructions to Staff.
7. The Committee received a report from Staff.

G. PUBLIC COMMENTS

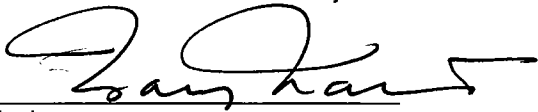
There were no Public Comments.

H. NEXT MEETING DATE

The next Executive Committee meeting is subsequently cancelled. Next Executive Committee meeting is scheduled for April 11, 2013.

I. ADJOURNMENT

Chairman Mathis adjourned the meeting at 10:52 a.m.



Chairman

Attachment: A. Roll Call Sheet

Attachment: B. San Diego Association of Governments ("SANDAG") Transportation Committee
Agenda for Friday, February 15, 2013

**EXECUTIVE COMMITTEE
METROPOLITAN TRANSIT SYSTEM**

ROLL CALL

MEETING OF (DATE) February 14, 2013

CALL TO ORDER (TIME) 9:02 a.m.

RECESS N/A

RECONVENE N/A

CLOSED SESSION 10:15 a.m.

RECONVENE 10:50 a.m.

ADJOURN 10:52 a.m.

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
GLORIA <input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>	9:13 a.m.	10:52 a.m.
MATHIS <input checked="" type="checkbox"/>	9:00 a.m.	10:52 a.m.
OVROM <input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>	9:00 a.m.	10:52 a.m.
ROBERTS <input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:00 a.m.	10:52 a.m.
CUNNINGHAM <input checked="" type="checkbox"/> (McClellan) <input type="checkbox"/>	9:07 a.m.	10:52 a.m.
Transportation Committee Rep Slot (Mathis)		

SIGNED BY THE CLERK OF THE BOARD: 

CONFIRMED BY THE GENERAL COUNSEL: 

E

TRANSPORTATION COMMITTEE

Friday, February 15, 2013

ITEM #		RECOMMENDATION
--------	--	----------------

- | | | |
|-----|---|---------|
| +1. | APPROVAL OF JANUARY 18, 2013, MEETING MINUTES | APPROVE |
|-----|---|---------|

- | | | |
|----|--|--|
| 2. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS | |
|----|--|--|

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.

CONSENT (3 through 4)

- | | | |
|-----|---|---------|
| +3. | 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 4 - ADMINISTRATIVE MODIFICATION
(Michelle Merino) | APPROVE |
|-----|---|---------|

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP), the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2013 to FY 2017. SANDAG processes amendments to the RTIP on a quarterly basis based on requests from member agencies. This administrative modification is being processed outside of the regular quarterly amendment cycle. The Transportation Committee is asked to approve Amendment No. 4 - Administrative Modification to the 2012 RTIP.

- | | | |
|-----|--|-------------|
| +4. | FEDERAL FISCAL YEAR 2011/12 REGIONAL SURFACE
TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND
AIR QUALITY REPORT (Michelle Merino) | INFORMATION |
|-----|--|-------------|

This report presents year-end summary information for the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality federal funding programs. The report also discusses the use of programming tools to facilitate the delivery of regional projects in Federal Fiscal Year 2011/12.

REPORTS (5 through 10)

- | | | |
|-----|---|---------|
| +5. | ACTIVE TRANSPORTATION WORKING GROUP (Chris Kluth) | APPROVE |
|-----|---|---------|

The Bicycle-Pedestrian Working Group was established to inform SANDAG planning efforts for nonmotorized travel and provide guidance regarding the Active Transportation Grant Program. Staff will discuss a proposed transition to a new Active Transportation Working Group and present a draft charter. Formation of the Active Transportation Working Group is intended to reflect a new emphasis on Active Transportation in the region. The Transportation Committee is asked to approve the charter and membership for the Active Transportation Working Group as shown in Attachments 2 and 3.

- +6. **FY 2013 *TransNet* AND TRANSPORTATION DEVELOPMENT ACT REVENUE REVISIONS AND FY 2014 to FY 2018 TRANSIT REVENUE ESTIMATES (Sookyung Kim and Marney Cox)** **RECOMMEND**

By March 1 of each year, SANDAG provides revenue estimates for the upcoming fiscal year as well as a projection for the next four fiscal years to enable transit operators and local agencies to plan for capital projects and to determine operating subsidies. The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the revision to the FY 2013 *TransNet* revenue estimate and Transportation Development Act (TDA) apportionment; (2) approve the FY 2014 allocation for *TransNet* and the apportionments for TDA, State Transit Assistance, and Federal Transit Administration (FTA); and (3) approve the transit revenue estimates for FY 2015 to FY 2018 for TDA, FTA, and *TransNet*.

- +7. **PROJECT EVALUATION RESULTS FOR FEDERAL FISCAL YEAR 2012 JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROGRAMS AND FY 2014 AND 2015 *TransNet* SENIOR MINI-GRANT PROJECTS (Danielle Kochman)** **INFORMATION**

SANDAG received proposals for the *TransNet* Senior Mini-Grant program and the Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC) and New Freedom programs. The proposals were reviewed and ranked by an external evaluation committee using the criteria approved by the Transportation Committee on June 15, 2012. This report outlines the funding recommendations that are anticipated to be brought to the Transportation Committee and Board of Directors for approval in March.

- +8. **MID-COAST CORRIDOR TRANSIT PROJECT UPDATE AND CONSTRUCTION SERVICES PROCUREMENT STRATEGY (John Haggerty)** **DISCUSSION**

This item is an update of the Mid-Coast Corridor Transit (Mid-Coast) Project and summarizes analysis and recommendations for implementing construction services on the Mid-Coast Project. Staff has evaluated the three primary construction contracting methods used in the transit industry for delivery of large projects and is recommending the Construction Manager/General Contractor (CM/GC) method. Comments and direction from discussion of this item would provide the basis for any future action by the Transportation Committee and the Board of Directors to authorize the use of CM/GC on the Mid-Coast project as required by state law.

- +9. **SAN DIEGO FORWARD: THE REGIONAL PLAN: STATUS UPDATE AND APPROACH FOR REFINING, DEVELOPING, AND INCORPORATING THE POLICY AREAS FROM THE REGIONAL COMPREHENSIVE PLAN (Phil Trom)** **DISCUSSION**

Last month, the Board of Directors received a report on what we have been hearing from the public and our local jurisdictions on the regional plan. The attached report provides this information to the Transportation Committee and proposes an approach for how the various regional policy areas that were addressed in the Regional Comprehensive Plan and some new emerging policy areas will be incorporated into the regional plan.

- | | | |
|------|---|-------------|
| +10. | TransNet ENVIRONMENTAL MITIGATION PROGRAM: ANNUAL STATUS REPORT (Keith Greer) | INFORMATION |
|------|---|-------------|

SANDAG staff will provide an annual status update on the implementation of the *TransNet* Environmental Mitigation Program.

11. CONTINUED PUBLIC COMMENTS

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.

12. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for March 1, 2013, from 10 a.m. to 12 noon. Please note that this meeting will be held jointly with the Regional Planning Committee.

13. ADJOURNMENT

+ next to an agenda item indicates an attachment



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. C1

MEETING OF THE METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

April 11, 2013

SUBJECT:

TROLLEY RENEWAL PROJECT UPDATE (WAYNE TERRY & JOHN HAGGERTY OF SANDAG)

RECOMMENDATION:

That the Executive Committee receive a report for information.

Budget Impact

None.

DISCUSSION:

The Trolley Renewal Project is a system-wide rehabilitation and upgrade of the existing Trolley system. The project includes the purchase of new low-floor vehicles, the rehabilitation and retrofit of stations and transit centers throughout the system, new crossovers and upgraded signaling, replacement of the overhead catenary wire, track work and rail replacement, slope repair, and traction power substation replacement and rehabilitation. Construction and infrastructure work is currently underway in downtown San Diego and on the Orange and Blue Lines. Staff will provide an update on the construction project.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

MTS Executive Committee

Blue and Orange Line Improvement Corridor

Updated
April 11, 2012



Blue & Orange Line Improvement Corridor



①

MTS Executive Committee

Blue Line Crossover & Signaling



- Milestone C: Cutover Completed
- Rail Train: Single Track Tested and ready for delivery April 11
- Milestone B: Cutover Scheduled May 18/19
- Milestone A: Cutover Scheduled Late June



Blue & Orange Line Improvement Corridor



②

MTS Executive Committee Orange Line Stations



Orange Line and Downtown Station Platforms Open to Low Floor Vehicles - January 9th



Blue & Orange Line Improvement Corridor



3

MTS Executive Committee Orange Line Stations



Spring Street Platform Paving Completed

- Final punch list, shelter lighting
- Station name signs
- Fiber optic and communications work



Blue & Orange Line Improvement Corridor



4

MTS Executive Committee Downtown Stations



Civic Center Platform Paving Completed and Opened

- punch list and fencing



Blue & Orange Line Improvement Corridor



6

MTS Executive Committee Downtown Stations



5th Avenue Platform Paving Completed and Opened Saturday April 6th

- 5th Ave crossings, paving, fencing, signage
- 5th Ave curb and bus area



Blue & Orange Line Improvement Corridor



6

MTS Executive Committee Downtown Stations



Park & Market Station

- Minor electrical & communications



Blue & Orange Line Improvement Corridor



7

MTS Executive Committee Downtown Stations



Park & Market Station

Proposed art installation



Blue & Orange Line Improvement Corridor



8

MTS Executive Committee Downtown Stations



12th and Imperial - 80% of Platform Open

- Constructing south end of platform
- Replaced both switches



Blue & Orange Line Improvement Corridor



9

MTS Executive Committee Downtown Stations



Track and Crossovers Improvements continue at South End of Station



Blue & Orange Line Improvement Corridor



10

MTS Executive Committee America Plaza



Station Identification Sign Installed on Broadway and Kettner Boulevard



Blue & Orange Line Improvement Corridor



MTS Executive Committee Traction Power Substation Installation



- SHOP 1: Just south of MTS Building (Installed April 9th)
- A Street: Delivery April 16th
- Barrio Logan: Delivery April 23.



Blue & Orange Line Improvement Corridor



MTS Executive Committee Traction Power Substation Site Acquisition

- WOODMAN:
MTS Board Resolution of Necessity March 2013
- 25th and COMMERCIAL:
City Approved Site Plan; City Council Approval August 2013
- LOCKRIDGE or MOUNT HOPE
MTS Continues to pursue acquisition of Lockridge site while pursuing Mt. Hope site via City Attorney's office
- PAC FLEET
- 8th STREET
- J STREET

Union Pacific rights-of-way
Continue to pursue agreement with UP
No schedule at this time



Blue & Orange Line Improvement Corridor



13

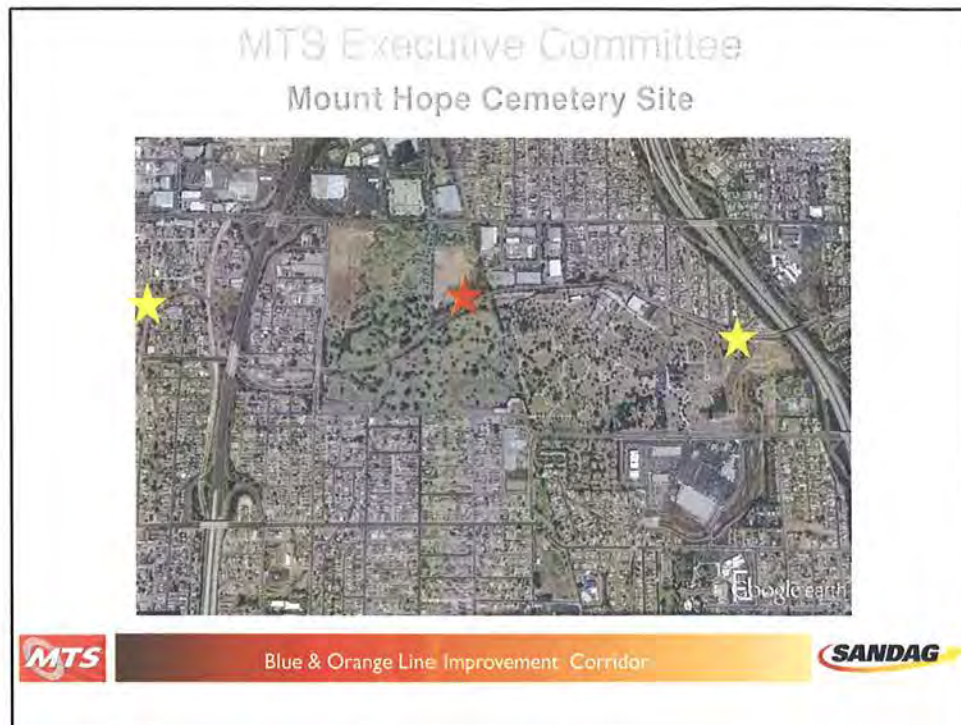
MTS Executive Committee 25th and Commercial Site



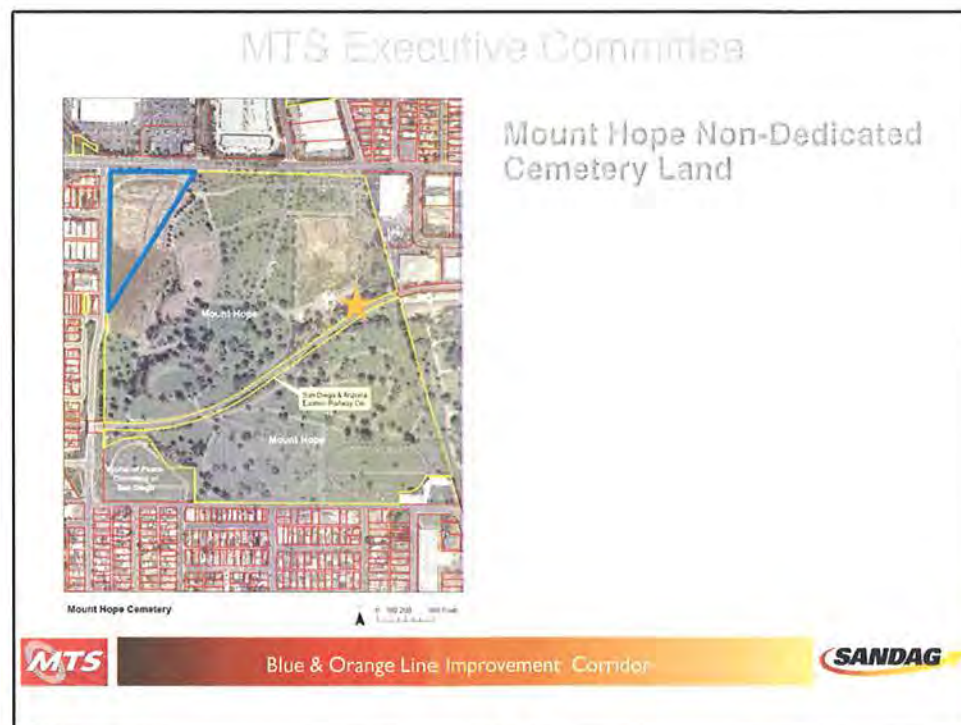
Blue & Orange Line Improvement Corridor



14



15



16

MTS Executive Committee

Blue Line Station Construction

- Contractor Flatiron
- Notice to Proceed – May, 2013
- Contract Completion – Late 2014
- Station Completion – Summer 2014



Blue & Orange Line Improvement Corridor



17

MTS Executive Committee

Light Rail Procurement Status

- Production Timeframe: 2010 to 2013
 - Production Status: 82%
 - Delivered: 53 of 65
 - In Revenue Service: 48
 - In Production at the Plant: 6



Blue & Orange Line Improvement Corridor



18



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. C2

MEETING OF THE METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

April 11, 2013

SUBJECT:

BUS SHELTER PROCUREMENT (ROB SCHUPP)

RECOMMENDATION:

That the Executive Committee provides direction on the following:

1. whether to utilize capital improvement project funds to purchase up to 500 bus shelters to be located throughout the MTS service territory beginning in January 2014 or thereabouts, and
2. selecting a style(s) of bus shelter amenity to be used in a Request for Proposals (RFPs).

Budget Impact:

Undetermined at this time.

DISCUSSION:


The MTS contract with CBS Outdoor to provide bus shelter maintenance services and to generate revenue through advertising will expire on June 30, 2013. A six-month extension to December 31, 2013, will be presented to the MTS Board of Directors for consideration on April 18, 2013. The extension would allow CBS Outdoor to provide uninterrupted shelter maintenance service and revenue generation as MTS establishes a procurement strategy and RFP process for its ongoing shelter maintenance and advertising program.

The existing contract with CBS Outdoor (then Gannett Outdoor) began in 1990. Under terms of that contract, the shelters were purchased by the successful bidder and amortized over the life of the contract. Those shelters are now in excess of 20 years old and MTS is now afforded the opportunity to secure new amenities for its bus network.

At the conclusion of the contract, MTS will own the existing shelters. This provides MTS two options:

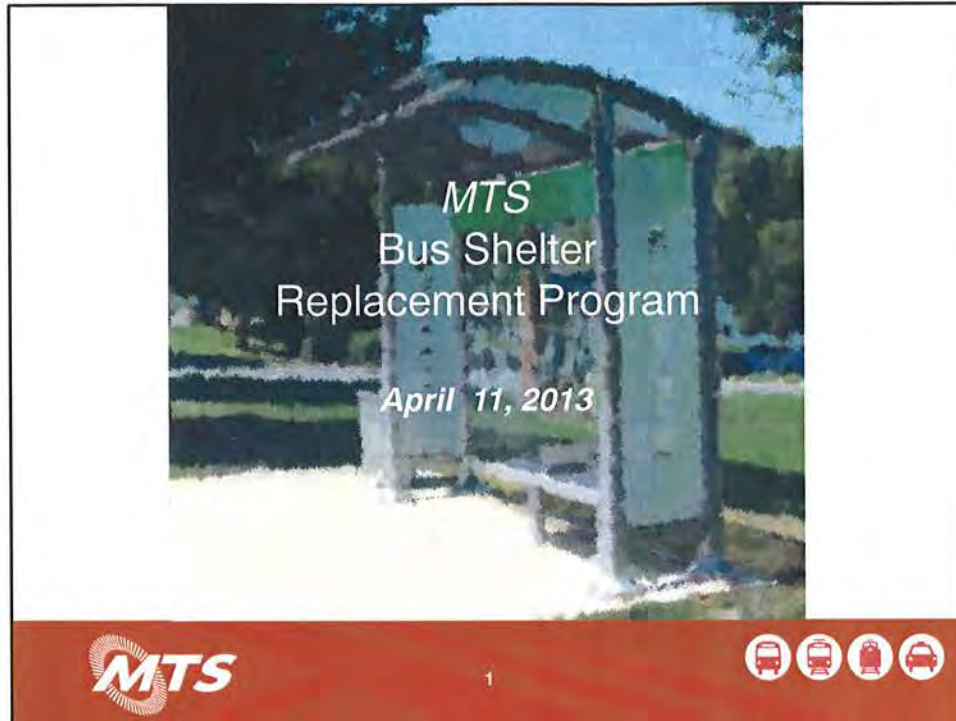
1. Continue with the same business model in which the bus shelter advertising and maintenance company purchases, installs, and maintains the shelters. The same company would also sell advertising to pay for those services and to provide MTS with revenue. A portion of the advertising revenues would be offset by the company's costs to purchase the shelters. Under this scenario, the purchase of bus shelters would be included in the bus shelter advertising and maintenance RFP.
2. Alternatively, MTS could utilize capital improvement project funds to purchase new bus shelters. This would require two separate RFPs: one for bus shelter advertising and maintenance, and one for bus shelter procurement. This utilization of CIP funds would allow MTS to maximize advertising revenue, which would be applied to the MTS operations budget.

In either scenario, MTS has the ability to select a style or styles of shelters to be purchased. Discussion of this item will include an overview of the available shelters and the desired features. Staff seeks concurrence on a style or styles that can be used as an example of the type of shelters acceptable to MTS to ensure that shelter manufacturers can effectively complete the RFP and propose costs that can be accurately compared and evaluated.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



Background

Current Contract with CBS Outdoor

Installation, Maintenance, Relocation, Advertising revenue

- **Original Terms**
 - 1990 – 2008
 - Vendor purchased shelters
 - MTS received administration fees only -- \$150,000/year
- **Five-Year Option**
 - 2008 – 2013
 - \$1 Million upfront payment
 - \$50,000/Month
 - \$4 million total
- **Six-Month Extension**
 - Same terms
 - MTS owns shelters



3



Opportunities

- **Update customer amenities with new street furniture**
- **Options for procurement**
 - Advertising w/wo shelters, w/wo installation, w/wo maintenance
- **Potentially increase advertising revenues**
- **Expand program to other cities**
- **Maximize operating dollars**



4



Bus Shelter Procurement Options

- **Option 1– Leverage Capital for Operations**
 - **MTS Procures the Bus Shelters**
 - MTS procures shelters with available capital funds (CNG credits: \$6.4 million)
- **Option 2 – Current Model**
 - **Advertiser Procures the Bus Shelters**
 - Amortization of bus shelter cost included in advertiser percentage share



5



Bus Shelter Procurement Options

- **Assumptions**
 - **Costs to purchase and install 454 shelters**
 - \$12K/each for shelter
 - \$ 3k/each for installation
 - TOTAL: \$6.8 million
 - **Shelter Advertiser to include maintenance/repair**
 - Cleaning up to three times/week
 - Steam cleaning
 - Trash removal
 - Vandalism repair
 - Remove and replace as directed by MTS
 - **Estimated gross advertising revenues: \$1.8 million**



6



Bus Shelter Procurement Options

- **Option 1**
 - Projected MTS Share 65% annually
 - \$1.2 million available for operating budget
 - Procurement of shelters paid with capital (CNG credits)
- **Option 2**
 - Projected MTS Share 30% annually (\$525K)
 - Due to advertiser amortization of shelter costs, borrowing of capital and return on investment



7



Bus Shelter Procurement Options (15 Year Forecast)

Option 1		Option 2	
Total Gross Revenue	\$ 27,750,000	Total Gross Revenue	\$ 27,750,000
Advertiser Share	(9,712,500)	Advertiser Share	(19,912,500)
Adjusted Revenue	\$ 18,037,500	Adjusted Revenue	\$ 7,837,500
Less: Shelter Costs *	(6,810,000)	Less: Shelter Costs **	-
Less: City of San Diego (10%)	(1,122,750)	Less: City of San Diego (10%)	(783,750)
Net MTS Revenue	\$ 10,104,750	Net MTS Revenue	\$ 7,053,750
<i>Shelter Replacement = 3.0 years</i>		<i>Shelter Replacement = 5.0 years</i>	
<i>* Shelter costs paid with CNG Credits from Capital Program (\$6.8M)</i>		<i>** Shelter costs included as part of advertiser's share (amortized costs)</i>	



8



Bus Shelter Procurement Options

- **Option 1 Advantages**
 - Potential shorter 5-year base contract & multiple options reaching 15 years
 - Allows for capital to be utilized for other projects
 - MTS currently at 85%+ funded (FY14 Five Year Forecast)
 - Non-earmarked CNG Credits available for this procurement (\$6.4M)
 - Allows for operating funds to assist in MTS financial sustainability
 - Control the time over which shelters are purchased
- **Option 2**
 - Advantages
 - Vendor manages shelter procurement at MTS direction
 - Disadvantages
 - Lower return due to vendor borrowing costs / ROI
 - Vendors may require longer base contract due to amortization of capital costs



Staff Recommendation

- **Initiate a procurement for up to 500 shelters to be purchased with MTS capital**





Introduction Shelter Procurement Program



11



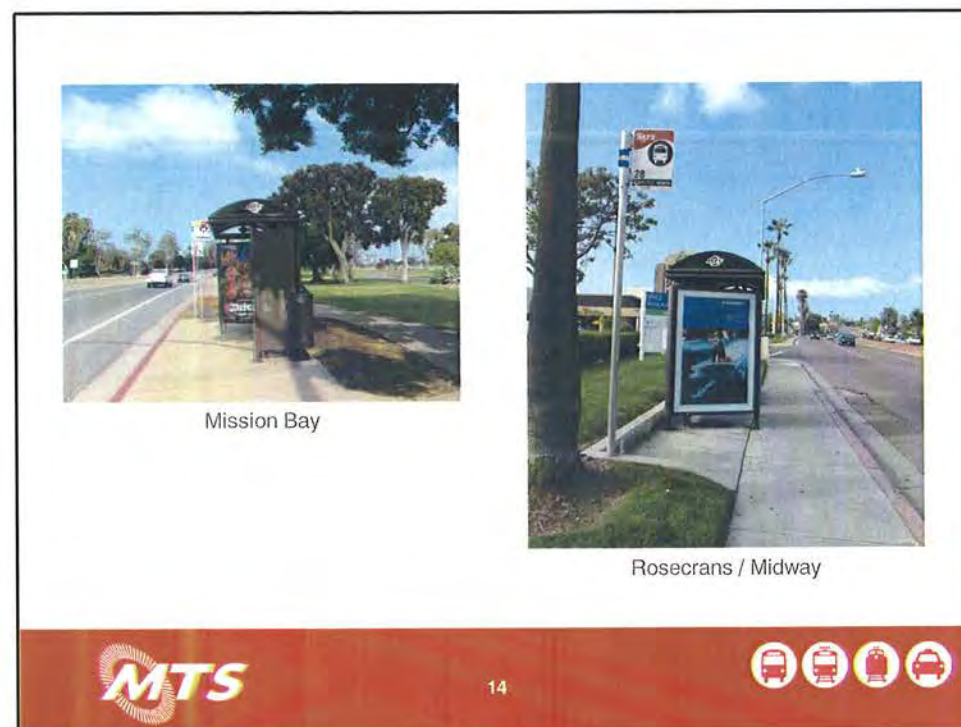
Today's Presentation

- Existing Conditions / Flexibility Adaptability
- Design Image / Materials Color
- Durability / Low Maintenance
- Comfort / Safety
- Cost – “Off the Shelf” vs. “Custom”
- Preferred Shelter Types



12







UTC – La Jolla Village Drive / Villa La Jolla



15



University Avenue / Texas Street



Downtown – 5th Avenue / B Street



16





30th Street / El Cajon Boulevard



Park Boulevard at Balboa Park



17



University Avenue / Texas Street



Pacific Highway at County Center



18



Summary of Site Issues

- Various site conditions – Inland vs. Coastal
- Constrained and narrow rights-of-way
- Urban settings – Higher ridership
- Suburban settings – Lower ridership
- Small profile



19



Opportunities

Design Image – Materials and Colors



20





County Center / Little Italy



21



Seaport Village



22





Convention Center



23



47th Street



24





Euclid and 62nd Street



25



Civic Center – Downtown



26





Blue Line Station Shelters



27



Summary of Design Elements

- Branding / MTS logo
- Curved roof or flat angled roof forms
- Opaque roof panels
- Less obtrusive – post locations
- Metal perforated screening / backs and sides
- Advertising panels
- ADA accessibility
- Neutral color scheme



28





Summary of Comfort and Safety

- Maximizes weather protection – sun and rain
- No-back seating – lean rails – ADA requirements
- Schedule / Route information (Ideal – real time messaging)
- Waste receptacles
- Tamper resistance material
- Illumination / Lighting (Hard wire or solar optional)
- Visibility





Opportunities
Durability and Low Maintenance

MTS

31




Summary of Durability and Low Maintenance

- Metal frame and roof
- Neutral color - metallic
- Perforated metal back panels
- Location of waste receptacles
- Installation of information / signage
- Easy installation of shelter (no foundation required)
- Seating material
- Graffiti – vandal resistance

MTS

32






Opportunities
Cost: Off the Shelf vs. Custom

MTS

33



Off-Shelf Product
Cost Varies: \$10K to \$15K

- Typical size varies 10 to 18 ft. in length
- Metal frame and roofing
- Perforated metal backing / with logo
- Sectional bench seat
- Waste receptacle
- LED lighting (advertising / panel-roof)
- Solar adds \$1,500 – restrictive use
- Excludes installation



MTS

34



Custom Product
Cost: \$75K

- Size 15 ft. in length
- Metal frame and transparent roof material
- Open backing
- Sectional bench seating
- LED lighting
- Color scheme to match LRT shelters



Custom Bus Shelter at C Street and 5th Avenue



35



Custom Product
Cost: \$66K

- Size 22 ft. in length
- Metal frame and roofing
- Concrete columns
- Open backing
- Sectional bench seating
- Lighting
- Neutral color scheme



Custom Bus Shelter at 62 Street and Encanto



36





Advantages

- Roof form
- Advertising panel
- Flexible: 10 to 15 ft. in length
- Metal frame – metallic color
- Open backing to perforated metal
- Logo can be incorporated
- Sectional bench seating
- Matching waste receptacle available
- LED lighting



10-ft. Signature Sunset - Radius or Angled Flat Roof

MTS

38

Icons: bus, train, trolley, car

Advantages

- Roof form
- Advertising panel
- Flexible 10 to 15 ft. in length
- Metal frame
- Post position to back
- Open backing to perforated metal
- Sectional bench seating
- Waste receptacle
- LED lighting

13-ft. Signature with radius roof



39



Advantages

- Curved roof form
- Advertising panel available
- Flexible 10 to 15 ft. in length
- Metal frame— metallic color
- Open backing to perforated metal
- Integrated gutter
- Sectional bench seating
- LED lighting



13-ft. Euro with Integrated Gutter,
Wide Roof Option



40



Advantages

- Curved roof form
- Advertising panels – possible
- Flexible 8 to 20 ft. in length
- Metal frame – metallic color
- Open backing to perforated metal
- Sectional bench seating



Daytech Vanguard



41



Advantage

- Roof form
- Advertising panel
- Flexible 10 to 15 ft. in length
- Metal frame – no color
- Sectional bench seating
- Waste receptacle



Austin Mohawk – Kennedy



42



Recommendations

- Roof form – two styles
- Advertising panel – information panel
- Flexible 10 to 15 ft. in length
- Metal frame – neutral color
- Open backing to perforated metal with logo
- Sectional bench seating
- Waste receptacle
- LED lighting
- Solar option in select locations
- Approximate cost: \$10K (more with solar option)



43



44





Questions and Answers



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

REVISED DRAFT

Agenda

METROPOLITAN TRANSIT SYSTEM

****BOARD OF DIRECTORS MEETING & FINANCE WORKSHOP****

April 18, 2013

» » 9:00 a.m. « «

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least two working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

FINANCE WORKSHOP - 9:00 a.m.

**ACTION
RECOMMENDED**

1. Roll Call
2. Proposed Fiscal Year 2014 Operating Budget (Cliff Telfer & Mike Thompson)
Action would recommend that staff hold a public hearing on May 16, 2013, with the purpose of reviewing the proposed combined MTS fiscal year 2014 operating budget. Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. a. Next Finance Workshop: May 16, 2013, at 9:00 a.m.
b. Adjournment

Please SILENCE electronics
during the meeting

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



BOARD MEETING - Meeting will begin when the Finance Workshop ends.

5. a. Roll Call
- b. Approval of Minutes - March 21, 2013 Approve
- c. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

CONSENT ITEMS

6. Investment Report - January 2013 Receive
Action would receive a report for information.
7. Investment Report - February 2013 Receive
Action would receive a report for information.
8. CBS Outdoor Advertising - Contract Extension Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. T0068.9-91 with CBS Outdoor to extend the existing bus shelter advertising and maintenance contract until December 31, 2013.
9. Hi-Rail Bucket Trucks - Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. L1147.0-13 with Altec Industries for the purchase of two hi-rail bucket trucks.
10. MTS Code Compliance Records Management System - Contract Award (Sole Source) Approve
Action would authorize the CEO to execute MTS Doc. No. G1528.0-13 with Intellichoice, Inc. (doing business as eForce) for the purchase of a Code Compliance Records Management System (RMS) software, including the option to exercise additional programming support and two additional years of system maintenance (pending available funding).
11. Proposed Revisions to MTS Policy No. 36 (MTS Reserve Funds) Approve
Action would approve revisions to MTS Policy No. 36 (MTS Reserve Funds), including amending the contingency reserve rate to 12.5%.
12. MTS Job Order Contract Work Order for Bus Pavement Replacement at 12th & Imperial Avenue Approve
Action would authorize the CEO to execute Work Order no. MTSJOC1431-07 with ABC Construction, Inc. (MTS Doc. No. PWL135.0-12) to remove the existing bus concrete paving and install new with curb and gutter.
- *13. Transportation Development Act (TDA) Claim Adopt
Action would adopt resolution Nos. 13-9, 13-10, and 13-11 approving the revised FY 2013 Transportation Development Act (TDA) Article 4.0, 4.5, and 8.0 claims.

CLOSED SESSION

24. a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a): Margot Clines vs. MTS (San Diego Superior Court Case No. 37-2013-00031879-CU-PO-CTL) Possible Action
- Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- *30. Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) (Brent Boyd) Approve
Action would approve by MTS Resolution No. 13-12 an additional amendment to the amended LOSSAN Joint Powers Authority Agreement approved by the MTS Board on January 17, 2013. This amendment would change the voting arrangement for the three San Diego County member agencies (MTS, North County Transit District [NCTD], and the San Diego Association of Governments [SANDAG]).
- *31. Taxicab Contract Extensions for Santee, El Cajon, La Mesa, Poway, Lemon Grove, and Imperial Beach (Bill Kellerman) Approve
Action would approve a one-year extension of existing agreements for the Taxicab Administration with the cities of Santee, El Cajon, La Mesa, Poway, Lemon Grove, and Imperial Beach.
- *32. Exercise Option for Purchase of Additional Low-Floor Light Rail Vehicles from Siemens Industry, Inc. (Karen Landers) Approve
Action would authorize the CEO to execute MTS Doc. No. L0914.10-10 to exercise the option to purchase up to 45 additional low-floor light rail vehicles (LRVs).

REPORT ITEMS

45. Compass Card (Sharon Cooney) Receive
Action would receive a report for information.
60. Chairman's Report Information
61. Audit Oversight Committee Chairman's Report Information
62. Chief Executive Officer's Report Information
63. Board Member Communications
64. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
65. Next Meeting Date: May 16, 2013 - **Finance Workshop at 9:00 a.m.**
66. Adjournment



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

DRAFT Agenda

METROPOLITAN TRANSIT SYSTEM

****BOARD OF DIRECTORS MEETING & FINANCE WORKSHOP****

April 18, 2013

» » 9:00 a.m. « «

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least two working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

FINANCE WORKSHOP - 9:00 a.m.

ACTION
RECOMMENDED

1. Roll Call
2. Proposed Fiscal Year 2014 Operating Budget
Action would recommend that staff hold a public hearing on May 16, 2013, with the purpose of reviewing the proposed combined MTS fiscal year 2014 operating budget.
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. a. Next Finance Workshop: May 16, 2013, at 9:00 a.m.
b. Adjournment

Approve

Please SILENCE electronics
during the meeting

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

BOARD MEETING - Meeting will begin when the Finance Workshop ends.

5. a. Roll Call
- b. Approval of Minutes - March 21, 2013 Approve
- c. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

CONSENT ITEMS

6. Investment Report - January 2013 Receive
Action would receive a report for information.
7. Investment Report - February 2013 Receive
Action would receive a report for information.
8. CBS Outdoor Advertising - Contract Extension Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. T0068.9-91 with CBS Outdoor to extend the existing bus shelter advertising and maintenance contract until December 31, 2013.
9. Hi-Rail Bucket Trucks - Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. L1147.0-13 with Altec Industries for the purchase of two hi-rail bucket trucks.
10. MTS Code Compliance Records Management System - Contract Award (Sole Source) Approve
Action would authorize the CEO to execute MTS Doc. No. G1528.0-13 with Intellichoice, Inc. (doing business as eForce) for the purchase of a Code Compliance Records Management System (RMS) software, including the option to exercise additional programming support and two additional years of system maintenance (pending available funding).
11. Proposed Revisions to MTS Policy No. 36 (MTS Reserve Funds) Approve
Action would approve revisions to MTS Policy No. 36 (MTS Reserve Funds), including amending the contingency reserve rate to 12.5%.
12. MTS Job Order Contract Work Order for Bus Pavement Replacement at 12th & Imperial Avenue Approve
Action would authorize the CEO to execute Work Order no. MTSJOC1431-07 with ABC Construction, Inc. (MTS Doc. No. PWL135.0-12) to remove the existing bus concrete paving and install new with curb and gutter.
13. Taxicab Contract Extensions for Santee, El Cajon, La Mesa, Poway, Lemon Grove, and Imperial Beach Approve
Action would approve a one-year extension of existing agreements for the Taxicab Administration with the cities of Santee, El Cajon, La Mesa, Poway, Lemon Grove, and Imperial Beach.
14. Exercise Option for Purchase of Additional Low-Floor Light Rail Vehicles from Siemens Industry, Inc. Approve
Action would authorize the CEO to execute MTS Doc. No. L0914.10-10 to exercise the option to purchase up to 45 additional low-floor light rail vehicles (LRVs).

CLOSED SESSION

- | | | |
|-----|--|--------------------|
| 24. | a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a): <u>Margot Clines vs. MTS</u> (San Diego Superior Court Case No. 37-2013-00031879-CU-PO-CTL) | Possible
Action |
|-----|--|--------------------|

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

- | | | |
|------|---|-------------|
| 45. | <u>Compass Card (Sharon Cooney)</u>
Action would receive a report for information. | Receive |
|
 | | |
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Information |
| 62. | <u>Chief Executive Officer's Report</u> | Information |
| 63. | <u>Board Member Communications</u> | |
| 64. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
|
 | | |
| 65. | <u>Next Meeting Date:</u> May 16, 2013 - Finance Workshop at 9:00 a.m. | |
| 66. | <u>Adjournment</u> | |



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 6

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

SUBJECT:

**Draft for
Executive Committee
Review Date: 4/11/13**

INVESTMENT REPORT – JANUARY 2013

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of MTS investments as of January 2013. The combined total of all investments has decreased from \$213.4 million to \$206 million in the current month. This \$7 million decrease is attributable to capital acquisitions totaling \$7 million.

The first column in Attachment A provides details about investments restricted for capital improvement projects and debt service, which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities. In addition, in the current month, MTS transferred \$2.3 million in Proposition 1B funding restricted for the acquisition of capital assets from the San Diego County Investment Pool to fund the acquisition of trolley cars and other assets.

The second column in Attachment A (unrestricted investments) reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.

A handwritten signature in black ink, appearing to read 'Paul G. Jablonski', is written over a horizontal line.

Paul G. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Investment Report for January 2013

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

**San Diego Metropolitan Transit System
Investment Report
January 31, 2013**

	Restricted	Unrestricted	Total	Average rate of return
Cash and Cash Equivalents				
Bank of America - concentration account			\$ -	
JP Morgan Chase - concentration account	1,322,629	16,711,984	18,034,613	0.00%
Total Cash and Cash Equivalents	1,322,629	16,711,984	18,034,613	
Cash - Restricted for Capital Support				
US Bank - retention trust account	8,560,161	-	8,560,161	N/A *
San Diego County Investment Pool				
Proposition 1B grant funds	14,622,191	-	14,622,191	
Proposition 1B TS GP grant funds	3,152,917	-	3,152,917	
Total Cash - Restricted for Capital Support	26,335,269	-	26,335,269	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	-	42,072,188	42,072,188	0.300%
Total Investments - Working Capital	-	42,072,188	42,072,188	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	39,141,044	-	39,141,044	
Rabobank -				
Payment Undertaking Agreement	80,435,481	-	80,435,481	7.69%
Total Investments Restricted for Debt Service	119,576,526	-	119,576,526	
Total cash and investments	\$ 147,234,424	\$ 58,784,172	\$ 206,018,595	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 7

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

SUBJECT:

INVESTMENT REPORT – FEBRUARY 2013

**Draft for
Executive Committee
Review Date: 4/11/13**

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of MTS investments as of February 2013. The combined total of all investments has increased from \$206 million to \$213 million in the current month. This \$7 million increase is attributable to current-month receipt of \$2.8 million in additional Proposition 1B funding restricted for security projects and \$5 million in State Transit Assistance funding designated for capital expenditures.

The first column in Attachment A provides details about investments restricted for capital improvement projects and debt service, which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities. In the current month, MTS transferred \$4.7 million in Proposition 1B funding restricted for the acquisition of capital assets from the San Diego County Investment Pool to fund the acquisition of trolley cars and other assets. In addition, MTS transferred \$2.8 million in Proposition 1B—restricted for funding security projects—to the San Diego County Investment Pool. The second column in Attachment A (unrestricted investments) reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Investment Report for February 2013

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

**San Diego Metropolitan Transit System
Investment Report
February 28, 2013**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
Bank of America - concentration account			\$ -	
JP Morgan Chase - concentration account	1,322,629	25,655,900	26,978,529	0.00%
Total Cash and Cash Equivalents	<u>1,322,629</u>	<u>25,655,900</u>	<u>26,978,529</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	8,560,161	-	8,560,161	N/A *
San Diego County Investment Pool				
Proposition 1B grant funds	10,252,219	-	10,252,219	
Proposition 1B TSGP grant funds	5,944,103	-	5,944,103	
Total Cash - Restricted for Capital Support	<u>24,756,483</u>	<u>-</u>	<u>24,756,483</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	-	42,072,188	42,072,188	2.860%
Total Investments - Working Capital	<u>-</u>	<u>42,072,188</u>	<u>42,072,188</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	39,198,342	-	39,198,342	
Rabobank -				
Payment Undertaking Agreement	80,435,481	-	80,435,481	7.69%
Total Investments Restricted for Debt Service	<u>119,633,824</u>	<u>-</u>	<u>119,633,824</u>	
Total cash and investments	<u>\$ 145,712,936</u>	<u>\$ 67,728,088</u>	<u>\$ 213,441,024</u>	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 8

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

**Draft for
Executive Committee
Review Date: 4/11/13**

SUBJECT:

CBS OUTDOOR ADVERTISING – CONTRACT EXTENSION

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. T0068.9-91 (in substantially the same format as Attachment A) with CBS Outdoor to extend the existing bus shelter advertising and maintenance contract until December 31, 2013.

Budget Impact

This is a revenue contract for MTS. Based on approval of this request for the 6-month extension, this contract would generate approximately \$400,000 (or \$66,666.67 per month).

DISCUSSION:

In 1990, MTS entered into a 15-year agreement with Gannett Outdoor to provide and maintain bus shelters in the Cities of San Diego, National City, Imperial Beach, Santee, and La Mesa. The contract included two 5-year options. CBS Outdoor subsequently assumed the contract from Gannett Outdoor.

In July 2008, MTS exercised a 5-year option CBS Outdoors, which is set to expire on June 30, 2013. In this agreement, CBS Outdoor paid MTS a one-time, up-front payment of \$1 million and a monthly payment of \$50,000 for a period of 5 years (or a total of \$4 million). This contract extension would provide an additional 6 months of revenue under the same terms (for an average of \$66,666.67 per month). In addition, MTS would assume full ownership of the bus shelters at the end of the contract extension.



MTS is now considering options available for bus shelter advertising and shelter procurement. A contract award date for a new bus shelter advertising contract is tentatively scheduled for September 19, 2013, with a beginning date of January 1, 2014. Extending the current contract for an additional 6 months would ensure that there is uninterrupted maintenance and revenue provided until a new contract is awarded.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. T0068.9-91

DRAFT

Att. A, AI 8, 4/18/13

April 18, 2013

MTS Doc. No. T0068.9-91
OPS 850.3 (PC 50911)

Mr. Rich Ament
Sr. Vice President
CBS Outdoor
405 Lexington Avenue
New York, NY 10174

Dear Mr. Moreno:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. T0068.9-91; ADVERTISING TRANSIT SHELTER AGREEMENT

This shall serve as Amendment No. 9 to our agreement for the Advertising Transit Shelter Agreement as further described below.

STATEMENT OF WORK

Continue to operate and maintain advertising transit shelters on each participating municipality's property in accordance with the terms and conditions of MTS Doc. No. T0068.9-91. In addition, MTS will assume full ownership of the shelters at the end of the contract extension.

SCHEDULE

This amendment shall extend the current contract for an additional six (6) months with an effective date beginning July 1, 2013, through December 31, 2013.

PAYMENT

The anticipated revenue payments to MTS shall be \$66,666.67 per month for the additional six (6) month contract extension.

If you agree with the above, please sign and return the copy marked "Original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Rich Ament, Sr. Vice President
CBS Outdoor

Date: _____

cc: Rob Schupp, Cliff Telfer, Andrew Conriquez, Procurement File



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 9

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

**Draft for
Executive Committee
Review Date: 4/11/13**

SUBJECT:

HI-RAIL BUCKET TRUCKS – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1147.0-13 (in substantially the same format as Attachment A) with Altec Industries for the purchase of two hi-rail bucket trucks.

Budget Impact

The total cost of this procurement is \$319,315.36 and will be locally and state funded under the FY 2014 CIP 11349 (Hi-Rail Truck).

Subtotal	\$281,142.00
Sale Tax	\$ 22,491.36
Delivery Fee	\$ 15,566.00
Doc Fee	\$ 116.00
Total Award	\$319,315.36

DISCUSSION:

On July 19, 2011, The National Joint Powers Alliance (NJPA) awarded a competitive contract to Altec Industries for heavy construction equipment and related accessories, supplies, and services. NJPA is a national municipal contracting cooperative formed under Minnesota Statute 123A.21. NJPA contracts work similarly to California Department of General Services (DGS) schedules and is available for use by participating members. As these contracts are a result of competitive solicitations, they satisfy state and federal requirements for competition.

MTS's two bucket trucks entered service in 1992 and 1994. Because they no longer meet the 2010 California Emission Standards and also due to their age and mileage, these vehicles are no longer modifiable to meet current standards. These support vehicles would be used by Maintenance of Way Department (MOW) staff for catenary inspections and repairs, repair and maintenance of signal systems, and parking lot station lighting maintenance.

After reviewing the pricing offered on the NJPA contract, it was determined that Altec Industries' price is fair and reasonable (see Cost Analysis – Attachment B). Therefore, staff is requesting that the Board authorize the CEO to execute MTS Doc. No. L1147.0-13 (in substantially the same format as Attachment A) with Altec Industries for the purchase of two hi-rail bucket trucks.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmmts.com

Attachments: A. Draft MTS Doc. No. L1147.0-13
B. Price Analysis

DRAFT

Att. A, AI 9, 4/18/13

STANDARD PROCUREMENT AGREEMENT

L1147.0-13
CONTRACT NUMBER
CIP 11349-0200
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2013 in the State of California, by and between the San Diego Metropolitan Transit System, a California Transit public agency, and the following, hereinafter referred to as "Contractor":

Name: Altec Industries Address: 2882 Pomona Blvd.

Form of Business: Corporation Pomona, CA 91768
(Corporation, partnership, sole proprietor, etc.)

Telephone: (858) 627-4666

Authorized person to sign contracts: Albert Gutierrez Account Manager
Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide two (2) hi-rail bucket trucks, as specified in the Technical Specifications, the Proposal Summary, and the Standard Conditions Procurement.

The total amount of this contract shall not exceed \$319,315.36, including California sales tax, freight, and doc. fees without prior written approval from MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$319,315.36	CIP 11349-0200	2013

By: _____
Chief Financial Officer Date

(_____ total pages, each bearing contract number)



Att. B, AI 9, 4/18/13

Purchasing Department
1255 Imperial Ave., Suite 1000
San Diego, CA 92101
619.231.1466 FAX 619.696.7084

PRICE ANALYSIS

MTS DOC. NO. L1147.0-13 BUCKET TRUCK EQUIPMENT VEHICLES

	NJPA RFP 060311 (Altec Quote to MTS)	Altec Industries List Price
BUCKET TRUCK WITH HI-RAIL AND OPTIONAL EQUIPMENT	\$ 319,315.36	\$ 322,585.70





1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 10

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

**Draft for
Executive Committee
Review Date: 4/11/13**

SUBJECT:

MTS CODE COMPLIANCE RECORDS MANAGEMENT SYSTEM – CONTRACT
AWARD (SOLE SOURCE)

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1528.0-13 (in substantially the same format as Attachment A) with Intellichoice, Inc. (doing business as eForce) for the purchase of a Code Compliance Records Management System (RMS) software, including the option to exercise additional programming support and two additional years of system maintenance (pending available funding).

Budget Impact

The total cost of the new Code Compliance RMS, including options for additional programming support and two years of system maintenance would be funded as follows:

CIP 11322 (approved in FY 12 Budget Prop. 1B Security)	\$401,435.00
FY 13 (\$75,000.00) & FY 14 (\$125,000.00) CIP 11336 (TDA)	\$200,000.00
Year 2 maintenance & support (FY 15, 661-53910 Operations)	\$72,877.00
Programming Support (anticipated FY 15 CIP 11322 Prop. 1B Security*)	\$29,437.00
Year 3 maintenance & support (FY 16 661-53910 Operations)	\$75,063.00
TOTAL	\$778,812.00

*Dependent upon availability of funding

DISCUSSION:

MTS's current Code Compliance software used to support its fare and law enforcement activities is a system called TransitWatch. TransitWatch is critical to Code Compliance's daily operations and required Records Management System (RMS) and is a custom solution that was developed internally. The technology used to create TransitWatch is now obsolete and no longer supported. This presents a serious risk to daily MTS Code Compliance operations should the system fault or fail.

IT staff compared the implementation time line and costs of hiring additional project and full-time staff to develop a new and comparable system or purchase an existing system available in the market place. The internal labor costs over a comparable three-year performance period are estimated to exceed \$934,000.00 versus a purchase estimate of \$778,812.00.

The implementation time line to perform the work internally is 28 months. The implementation time line by purchasing a system from eForce is approximately 3 months.

Consistent with MTS IT policy of purchasing solutions instead of custom software development, staff found a comparable system (eForce, by Intellichoice, Inc.) currently being utilized by a comparable sized agency, Regional Transportation District (RTD), Denver, Colorado.

Some key benefits of the system include:

1. Server-based system.
2. Compatibility with MTS standardized software systems.
3. Support for MTS Code Compliance officers with real-time information (e.g. history of prior encounters or offenses).
4. Ability to issue and print citations via Personal Digital Assistant (PDA) equipment utilized by MTS Code Compliance officers throughout the MTS operational jurisdiction.
5. Support for all reporting and database activity requirements for MTS Code Compliance referred to as RMS.
6. Utilization of current Microsoft technologies with the capability of additional functionality added if needed.

IT staff conducted a site visit to RTD to review the eForce system, identified two prospective companies (eForce and Brazos) capable of providing this type of a system, and conducted a review of both companies systems. The conclusion of the review revealed that only Intellichoice, Inc's eForce system was capable of meeting and supporting all of MTS's operational, reporting, and technology requirements. The Brazos system—while capable of accomplishing many requirements—did not support a RMS, which is a critical component of the complete Code Compliance system and operations.

CONCLUSION

The Code Compliance software system is critical and necessary for day-to-day MTS Code Compliance operations and after comparing the long-term costs and risk inherent in developing and maintaining a customized solution versus an existing solution available in the marketplace, staff has concluded that the costs of purchasing a solution from Intellichoice, Inc. are fair and reasonable.

Therefore, MTS staff is requesting that the Board of Directors authorize the CEO to execute MTS Doc. No. G1528.0-13 (in substantially the same format as Attachment A) with Intellichoice, Inc. (doing business as eForce) for the purchase of a Code Compliance Records Management System (RMS) software, including the option to exercise additional programming support and two additional years of system maintenance (pending available funding).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. G1528.0-13

STANDARD SERVICES AGREEMENT

G1528.0-13
 CONTRACT NUMBER
 CIP 11322 & 11336, OPS 661-53910
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2013, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Intellichoice, Inc. DBA eForce Software Address: 1047 South 100 West, Suite 130
 Form of Business: Corporation Logan, UT 84321
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 510.264.5017

Authorized person to sign contracts: Cory Bowers Chief Executive Officer
 Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS the following:

Software, licenses, training, program support, professional services, programming, implementation, annual support and other services, subject to availability of funding, as specified in Intellichoice, Inc's (d.b.a. eForce) Proposal dated March 12, 2013, the MTS Standard Procurement Agreement, Standard Conditions, Federal Requirements, and MTS Policy No. 44 (MTS Travel Expense Policy).

Implementation and operation of the system shall occur no later than July 1, 2013, unless otherwise agreed upon by both parties in writing.

This is a firm-fixed-price contract. The total cost for software, licenses, implementation, custom development, professional services, business intelligence, and optional services shall not exceed \$601,435.00. Year two and three maintenance and support (subject to availability of funding), if exercised at MTS's sole discretion, shall not exceed \$147,940.00, and additional optional programming support (subject to availability of funding), if exercised at MTS's sole discretion, shall not exceed \$29,437.00 for a total estimated value of \$778,812.00.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____
By: _____ Office of General Counsel		Signature
		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$401,435.00	11322	FY 12
\$ 75,000.00	11336	FY 13
\$125,000.00	11336	FY 14

By: _____
Chief Financial Officer

(___ total pages, each bearing contract number)



REVISED

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 11

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

Draft for

Executive Committee

Review Date: 4/11/13

SUBJECT:

PROPOSED REVISIONS TO MTS POLICY NO. 36 (MTS RESERVE FUNDS)

RECOMMENDATION:

That the MTS Board of Directors approve revisions to MTS Policy No. 36 (MTS Reserve Funds) (Attachment A), including amending the contingency reserve rate to 12.5%.

Budget Impact

The contingency reserve rate currently is approximately 10% and will reach 12.5% in a phased manner beginning in fiscal year 2014 through fiscal year 2016.

DISCUSSION:

At its April 2013 Budget Development Committee (BDC) meeting, the MTS Committee members were updated as to the results of staff's outreach to peer agencies and their respective contingency reserve balances. As part of the discussion, the BDC recommended formally amending the MTS policy to incorporate a contingency reserve rate of 12.5% and for the agency to achieve that reserve balance over the course of the next two fiscal years.

The attached MTS Reserve Funds Policy, Policy No. 36, (Attachment A) includes modifications to the MTS contingency reserve rate and other procedural revisions that are relevant to an operating organization as the previous version was structured toward a planning agency structure (MTDB).

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Karen Landers, 619.557.4512, Karen.Landers@sdmts.com

Attachment: A. Proposed Revisions to MTS Policy No. 36 (redline)

Attachment: B. Proposed Revisions to MTS Policy No. 36 (clean)

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



Policies and Procedures

No. 36

SUBJECT:

Board Approval: 04/29/044/18/13

MTS RESERVE FUNDS

PURPOSE:

This policy and procedure is established to standardize and to create requirements for the establishment, management, utilization, and minimum funding requirements (where applicable) of all MTS reserve funds. To establish guidelines and procedures for the establishment, management, and use of MTS reserve funds.

BACKGROUND:

MTS maintains a number of reserve accounts that are designated for various purposes including serving as MTS contingency reserves and other MTS Board-approved reserves. specific purposes. These Such funds will be incorporated in an annual report to the MTS Board as part of the fiscal year-end financial analysis and will be the basis of discussions as part of the annual budgetary process. would be allocated as part of the annual budget or periodically during the fiscal year as appropriate. This policy would will standardize the policy and procedures of all MTS reserves. establish guidelines and procedures for the establishment and management of such reserves.

POLICY:

36.1 Establishment of Reserves

Reserve accounts shall be established upon the adoption of a resolution that must specify:

- a. Purpose of the reserve and eligible use(s).
- b. Source/type of the funding. Establishment of eligible uses of funding.
- c. Source/type of the funding.
- d. Minimum funding level, if applicable. Minimum funding level, if necessary.



The form of this resolution is shown in Exhibit 36.1.

36.2 Management of Reserves

Unless otherwise stated, all reserves shall be invested and interest earnings allocated proportionately. A table shall be included in the annual MTS Budget that indicates the amount of funds available. As part of the fiscal year-end financial analysis, staff will prepare a report to the MTS Board of Directors that shall include all MTS reserves. This information will also be included within the following fiscal year's annual budgetary book. All reserves shall be audited as part of the annual financial audit and shall include a schedule of the reserves and the available funds. All reporting of reserve accounts will satisfy the objective of being self-explanatory and easy to understand.

36.3 Allocation-Utilization of Reserves

Reserves may be allocated-utilized and/or expended provided that staff verifies that funds are available and upon specific approval by the Board either with the adoption of the annual MTS budget or as needed.

36.4 Expenditure of Reserve Funds

Funds from any reserve may be expended provided that: (1) funds are available, and (2) authorization is received by the Board.

36.54 Unrestricted "Contingency Reserve" Minimum Percentage Funding Requirments (where applicable)

It is prudent that MTS maintain certain reserves for ongoing capital projects, future matching of grants, and unforeseen/special occurrences.

A minimum level percentage of approximately 12.5 percent 4 percent of the total combined MTS operating budgeted expenses should be maintained in a contingency reserve. Excess funds beyond this minimum level in unrestricted, contingency reserves will be available for the Board's purposes, to be determined by the Board of Directors as part of the annual budget development process or at any time of the year if unforeseen/special occurrences justify action. Periodically, due to the timing of subsidy fund receipts, contingency reserves act as The Board may approve working capital advances in anticipation of the receipt of these subsidy funds. Such advances are to be immediately repaid upon receipt of the subsidy funds.

As of fiscal year 2013, the contingency reserve rate is lower than the minimum requirement as per this policy. Beginning in fiscal year 2014, over the course of the next two fiscal years, this funding rate will increase to the 12.5 percent rate.

The Board's Director of Finance and Administration or the Chief Executive Financial Officer's designated representative shall provide a fiscal year-end financial report providing updated balances on all MTS reserve accounts, including a roll-forward analysis of the MTS contingency reserve account, monthly estimates of the status of this reserve as part of the "Controller's Report" to the Board with an analysis of the status addressed in the Board's midyear

Budget review. Any potential significant changes to the reserve's balance shall be reported to the Board at the time it becomes known to the Director of Finance Chief Financial Officer and/or the representative.

Action to decrease this minimum contingency reserve level shall require two-thirds vote of the MTS Board of Directors.

KYarno/SChamp/JGarde

POLICY.36.RESERVE FUNDS

7/17/06 4/18/13

Exhibit: Reserve Account Request Resolution

Original Policy adopted on 2/9/89.

Policy revised on 1/13/94.

Policy revised on 6/28/01.

Policy revised on 4/29/04.

Policy revised on 4/18/13.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. _____

Resolution Establishing a Reserve Account(s)

WHEREAS, the San Diego Metropolitan Transit System of Directors (MTS) has determined that certain funds are to be reserved for specific purposes; and

WHEREAS, said reserve account(s) shall be established and maintained in accordance with MTS Policy No. 36 – Reserve Funds; NOW, THEREFORE, BE IT RESOLVED, that the MTS Board of Directors approves the establishment of the reserve account(s) as per the attached proposed Reserve Request.

SChamp/JGarde
Exhibit 1 - Policy 36
7/17/0604/18/2013

Attachment: Reserve Account Request form

RESERVE ACCOUNT REQUEST

1. Title/Name:
2. Purpose/Description:
3. Eligible Use(s):
4. Source/Type of Fund(s):
5. Initial and Minimum Funding Level(s):

6. Special Requirements:

Approved by Board: _____

Effective Date: _____

MM:rlb
RSRVACRQ.MMC

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619/231-1466
FAX 619/234-3407

Att. B, AI 11, 4/18/13

Policies and Procedures

No. 36

SUBJECT:

Board Approval: 4/18/13

MTS RESERVE FUNDS

PURPOSE:

This policy and procedure is established to standardize and to create requirements for the establishment, management, utilization, and minimum funding requirements (where applicable) of all MTS reserve funds.

BACKGROUND:

MTS maintains a number of reserve accounts that are designated for various purposes including serving as MTS contingency reserves and other MTS Board-approved reserves. These funds will be incorporated in an annual report to the MTS Board as part of the fiscal year-end financial analysis and will be the basis of discussions as part of the annual budgetary process. This policy will standardize the policy and procedures of all MTS reserves.

POLICY:

36.1 Establishment of Reserves

Reserve accounts shall be established upon the adoption of a resolution that must specify:

- a. Purpose of the reserve and eligible use(s).
- b. Establishment of eligible uses of funding.
- c. Source/type of the funding.
- d. Minimum funding level, if applicable.

The form of this resolution is shown in Exhibit 36.1.

36.2 Management of Reserves

Unless otherwise stated, all reserves shall be invested and interest earnings allocated proportionately. As part of the fiscal year-end financial analysis, staff will prepare a report to the MTS Board of Directors that



shall include all MTS reserves. This information will also be included within the following fiscal year's annual budgetary book. All reporting of reserve accounts will satisfy the objective of being self-explanatory and easy to understand.

36.3 Utilization of Reserves

Reserves may be utilized and/or expended provided that staff verifies that funds are available and upon specific approval by the Board either with the adoption of the annual MTS budget or as needed.

36.4 Minimum Percentage Funding Requirements (where applicable)

A minimum percentage of approximately 12.5 percent of the total combined MTS operating budgeted expenses should be maintained in a contingency reserve. Excess funds beyond this minimum level in unrestricted, contingency reserves will be available for the Board's purposes, to be determined by the Board of Directors as part of the annual budget development process or at any time of the year if unforeseen/special occurrences justify action. Periodically, due to the timing of subsidy fund receipts, contingency reserves act as working capital advances in anticipation of the receipt of these subsidy funds. Such advances are to be immediately repaid upon receipt of the subsidy funds.

As of fiscal year 2013, the contingency reserve rate is lower than the minimum requirement as per this policy. Beginning in fiscal year 2014, over the course of the next two fiscal years, this funding rate will increase to the 12.5 percent rate.

The Chief Financial Officer's designated representative shall provide a fiscal year-end financial report providing updated balances on all MTS reserve accounts, including a roll-forward analysis of the MTS contingency reserve account. Any potential significant changes to the reserve's balance shall be reported to the Board at the time it becomes known to the Chief Financial Officer and/or the representative.

Action to decrease this minimum contingency reserve level shall require two-thirds vote of the MTS Board of Directors.

POLICY.36.RESERVE FUNDS

4/18/13

Exhibit: Reserve Account Request Resolution

Original Policy adopted on 2/9/89.

Policy revised on 1/13/94.

Policy revised on 6/28/01.

Policy revised on 4/29/04.

Policy revised on 4/18/13.

EXHIBIT 36.1

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. _____

Resolution Establishing a Reserve Account(s)

WHEREAS, the San Diego Metropolitan Transit System (MTS) has determined that certain funds are to be reserved for specific purposes; and

WHEREAS, said reserve account(s) shall be established and maintained in accordance with MTS Policy No. 36 – Reserve Funds; NOW, THEREFORE, BE IT RESOLVED, that the MTS Board of Directors approves the establishment of the reserve account(s).

Exhibit 1 - Policy 36
04/18/2013



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 11

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

**Draft for
Executive Committee
Review Date: 4/11/13**

SUBJECT:

PROPOSED REVISIONS TO MTS POLICY NO. 36 (MTS RESERVE FUNDS)

RECOMMENDATION:

That the MTS Board of Directors approve revisions to MTS Policy No. 36 (MTS Reserve Funds) (Attachment A), including amending the contingency reserve rate to 12.5%.


Budget Impact

The contingency reserve rate currently is approximately 10% and will reach 12.5% in a phased manner beginning in fiscal year 2014 through fiscal year 2016.

DISCUSSION:

At its April 2013 Budget Development Committee (BDC) meeting, the MTS Committee members were updated as to the results of staff's outreach to peer agencies and their respective contingency reserve balances. As part of the discussion, the BDC recommended formally amending the MTS policy to incorporate a contingency reserve rate of 12.5% and for the agency to achieve that reserve balance over the course of the next two fiscal years.

The attached MTS Reserve Funds Policy, Policy No. 36, (Attachment A) includes modifications to the MTS contingency reserve rate and other procedural revisions that are relevant to an operating organization as the previous version was structured toward a planning agency structure (MTDB).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Karen Landers, 619.557.4512, Karen.Landers@sdmts.com

Attachment: A. Proposed Revisions to MTS Policy No. 36

Policies and Procedures

No. 36

SUBJECT:

Board Approval: 04/29/044/18/13

MTS RESERVE FUNDS

PURPOSE:

This policy and procedure is established to standardize and to create requirements for the establishment, management, utilization, and minimum funding requirements (where applicable) of all MTS reserve funds. To establish guidelines and procedures for the establishment, management, and use of MTS reserve funds.

BACKGROUND:

MTS maintains a number of reserve accounts that are designated for various purposes including serving as MTS contingency reserves and other MTS Board-approved reserves. specific purposes. These Such funds will be incorporated in an annual report to the MTS Board as part of the fiscal year-end financial analysis and will be the basis of discussions as part of the annual budgetary process. would be allocated as part of the annual budget or periodically during the fiscal year as appropriate. This policy would will standardize the policy and procedures of all MTS reserves. establish guidelines and procedures for the establishment and management of such reserves.

POLICY:

36.1 Establishment of Reserves

Reserve accounts shall be established upon the adoption of a resolution that must specify:

- a. Purpose of the reserve and eligible use(s).
- b. Source/type of the funding. Establishment of eligible uses of funding.
- c. Source/type of the funding.
- d. Minimum funding level, if applicable. Minimum funding level, if necessary.



The form of this resolution is shown in Exhibit 36.1.

36.2 Management of Reserves

Unless otherwise stated, all reserves shall be invested and interest earnings allocated proportionately. A table shall be included in the annual MTS Budget that indicates the amount of funds available. As part of the fiscal year-end financial analysis, staff will prepare a report to the MTS Board of Directors that shall include all MTS reserves. This information will also be included within the following fiscal year's annual budgetary book. All reserves shall be audited as part of the annual financial audit and shall include a schedule of the reserves and the available funds. All reporting of reserve accounts will satisfy the objective of being self-explanatory and easy to understand.

36.3 Allocation-Utilization of Reserves

Reserves may be allocated utilized and/or expended provided that staff verifies that funds are available and upon specific approval by the Board either with the adoption of the annual MTS budget or as needed.

36.4 Expenditure of Reserve Funds

Funds from any reserve may be expended provided that: (1) funds are available, and (2) authorization is received by the Board.

36.54 Unrestricted "Contingency Reserve" Minimum Percentage Funding Requirements (where applicable)

It is prudent that MTS maintain certain reserves for ongoing capital projects, future matching of grants, and unforeseen/special occurrences.

A minimum level/percentage of approximately 12.5 percent 4 percent of the total combined MTS operating budgeted expenses should be maintained in a contingency reserve. Excess funds beyond this minimum level in unrestricted, contingency reserves will be available for the Board's purposes, to be determined by the Board of Directors as part of the annual budget development process or at any time of the year if unforeseen/special occurrences justify action. Periodically, due to the timing of subsidy fund receipts, contingency reserves act as The Board may approve working capital advances in anticipation of the receipt of these subsidy funds. Such advances are to be immediately repaid upon receipt of the subsidy funds.

As of fiscal year 2013, the contingency reserve rate is lower than the minimum requirement as per this policy. Beginning in fiscal year 2014, over the course of the next two fiscal years, this funding rate will increase to the 12.5 percent rate.

The Board's Director of Finance and Administration or the Chief Executive Financial Officer's designated representative shall provide a fiscal year-end financial report providing updated balances on all MTS reserve accounts, including a roll-forward analysis of the MTS contingency reserve account. monthly estimates of the status of this reserve as part of the "Controller's Report" to the Board with an analysis of the status addressed in the Board's midyear

~~Budget review.~~ Any potential significant changes to the reserve's balance shall be reported to the Board at the time it becomes known to the ~~Director of Finance~~ Chief Financial Officer and/or the representative.

Action to decrease this minimum contingency reserve level shall require two-thirds vote of the MTS Board of Directors.

KYarno/SChamp/JGarde

POLICY.36.RESERVE FUNDS

~~7/17/06~~ 4/18/13

Exhibit: Reserve Account Request Resolution

Original Policy adopted on 2/9/89.

Policy revised on 1/13/94.

Policy revised on 6/28/01.

Policy revised on 4/29/04.

Policy revised on 4/18/13.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. _____

Resolution Establishing a Reserve Account(s)

WHEREAS, the San Diego Metropolitan Transit System of Directors (MTS) has determined that certain funds are to be reserved for specific purposes; and

WHEREAS, said reserve account(s) shall be established and maintained in accordance with MTS Policy No. 36 – Reserve Funds; NOW, THEREFORE, BE IT RESOLVED, that the MTS Board of Directors approves the establishment of the reserve account(s) ~~as per the attached proposed Reserve Request.~~

SChamp/JGarde
Exhibit 1 - Policy 36
~~7/17/06~~04/18/2013

~~Attachment: Reserve Account Request form~~

RESERVE ACCOUNT REQUEST

1. Title/Name:
2. Purpose/Description:
3. Eligible Use(s):
4. Source/Type of Fund(s):
5. Initial and Minimum Funding Level(s):

6. Special Requirements:

Approved by Board: _____

Effective Date: _____

MM:rlb
RSRYACRQ.MMC



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 12

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

**Draft for
Executive Committee
Review Date: 4/11/13**

SUBJECT:

MTS JOB ORDER CONTRACT WORK ORDER FOR BUS PAVEMENT
REPLACEMENT AT 12th & IMPERIAL AVENUE

**This item will be provided with the
Board meeting materials**



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 13

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

Draft for
Executive Committee
Review Date: 4/11/13

SUBJECT:

TAXICAB CONTRACT EXTENSIONS FOR SANTEE, EL CAJON, LA MESA, POWAY,
LEMON GROVE, AND IMPERIAL BEACH

RECOMMENDATION:

That the Board of Directors approve a one-year extension of existing agreements for the Taxicab Administration with the cities of Santee, El Cajon, La Mesa, Poway, Lemon Grove, and Imperial Beach.

Budget Impact

None with this action. Costs to be recovered through established fees.

DISCUSSION:


MTS first contracted to administer and regulate taxicabs and for-hire vehicles with the cities of El Cajon, Imperial Beach, Lemon Grove, and Santee in 1990, the City of Poway in 1991, and the City of La Mesa in 1999. The contracts were based on the contract with the City of San Diego and in accordance with MTS Ordinance No. 11 (see sample contract – Attachment A). Approximately 70 percent of the revenue that is used to offset the cost of taxicab administration for MTS is generated from fees associated with City of San Diego taxicab permits. The remaining funds are recovered from fees associated with taxis in the other contract cities, nonemergency medical vehicles, charter vehicles, and jitneys. MTS is required to recover the full cost associated with taxicab and for-hire vehicle regulations.

At its March meeting, the Board of Directors approved an extension of the agreement with the City of San Diego, which will extend its term for up to one year. This extension was based on a request by the City of San Diego and is meant to provide time for taxicab regulatory responsibilities to transition to City of San Diego staff. Today's action would allow the Chief Executive Officer to negotiate a one-year extension of the existing



agreements with the other cities in the MTS jurisdiction for continuation of MTS regulatory responsibilities. The Taxicab Administration agreements with the Cities of Santee, El Cajon, La Mesa, Poway, Lemon Grove, and Imperial Beach will expire on July 1, 2013. The only change being proposed is to add a year to the terms of the agreements thereby extending them to June 30, 2014.

Over the course of the year, MTS staff will work with the Cities to determine a longer-term, sustainable strategy for continuing regulation without the City of San Diego's participation. In the event that the City of San Diego transition finalizes prior to July 1, 2014, MTS will continue to provide Taxicab Administration for these other cities until July 1, 2014, using existing budgetary resources.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. City of Lemon Grove Taxicab Administration Agreement



Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
 San Diego, CA 92101-7490
 (619) 231-1466 • FAX (619) 234-3407

MTS Doc. No. T0049.5-91
 TAXI 590.7 (LEMON GROVE)
 (PC 50761)

**FIFTH AMENDMENT TO AGREEMENT FOR
 ADMINISTRATION OF TAXICAB AND OTHER FOR-HIRE VEHICLE REGULATIONS
 BETWEEN
 SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 AND
 CITY OF LEMON GROVE**

THIS AGREEMENT is entered into by and between the City of Lemon Grove, a municipal corporation, 3232 Main Street, Lemon Grove, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts to regulate transportation services within a city in its area of jurisdiction;
- B. CITY is within MTS's jurisdiction created January 1, 1976, under Section 120050, et seq., Chapter 2, Division 11 of the PUC;
- C. CITY regulated taxicab and other for-hire vehicles in accordance with the Lemon Grove Municipal Code, Chapter 5.64;
- D. CITY desires that MTS regulate taxicabs and other for-hire vehicles and services such as charter vehicles, sight-seeing vehicles, nonemergency medical vehicles, and jitney vehicles pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City";
- E. CITY and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1991; a first amendment to that agreement, correcting Section 1 to reflect the intention that the period was from July 1, 1990, through June 30, 1995; a second amendment to that agreement for a period of July 1, 1995, through June 30, 1998; a third amendment to that agreement for a period of July 1, 1998, through June 30, 2003; a fourth amendment to that agreement for a period of July 1, 2003, through June 30, 2008;
- F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2008, through June 30, 2013; and

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

- 1. MTS will administer and enforce its taxicab and other for-hire vehicles Ordinance policies, and regulations as in effect on July 1, 2008, and as thereafter from time to time amended by

MTS, and thereby regulate such taxicab and other for-hire vehicles and transportation services rendered wholly within the CITY's corporate limits during the period of July 1, 2008, through June 30, 2013, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Taxicab and Other For-Hire Vehicles Ordinance No. 11 policies, and regulations.

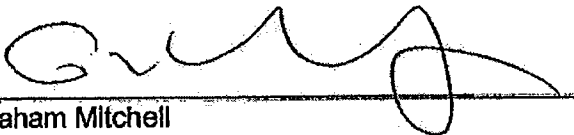
3. The CITY Manager and MTS Chief Executive Officer may supplement this agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of taxicab and other for-hire vehicles regulation, and to provide for reimbursable staff and legal support services.

IN WITNESS THEREOF, this fifth amendment to the agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

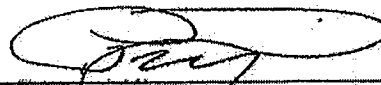
Dated this 3RD day of March, 2008.

THE CITY OF LEMON GROVE

SAN DIEGO METROPOLITAN TRANSIT SYSTEM



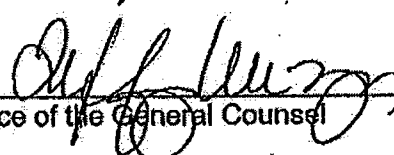
Graham Mitchell
City Manager



Paul C. Jablonski
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

City Attorney


Office of the General Counsel

Date: _____

Date: 2/15/08

DSundh/Taxicab
AMENDMENT-5, CITY OF LEMON GROVE
1.30.08



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 14

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 18, 2013

**Draft for
Executive Committee
Review Date: 4/11/13**

SUBJECT:

EXERCISE OPTION FOR PURCHASE OF ADDITIONAL LOW-FLOOR LIGHT RAIL
VEHICLES FROM SIEMENS INDUSTRY, INC.

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L0914.10-10 (in substantially the same format as Attachment A) to exercise the option to purchase up to 45 additional low-floor light rail vehicles (LRVs).

Budget Impact

There is no immediate budget impact from this action. The contract amendment provides MTS with a no-cost right to terminate the option to purchase additional LRVs. MTS is not financially obligated until it issues a Release for Production notice instructing Siemens to begin production on a vehicle. If all 45 LRVs are ordered, the budget impact will be approximately \$170,829,000.00. A Release for Production notice will only be issued upon identification of funding and subsequent Board authorization.

DISCUSSION:

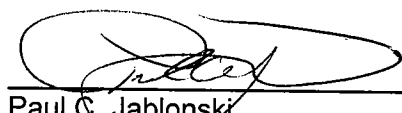
On April 25, 2008, the Utah Valley Authority (UTA) entered into a contract with Siemens for the purchase of LRVs. The UTA contract included up to 110 option LRVs that were included in the contract on behalf of MTS in a separate contract. MTS has exercised and scheduled for delivery 65 of the 110 LRVs identified. The additional 45 LRVs were included in the UTA contract to serve the Mid-Coast Project and accommodate potential additional capacity needs within the MTS system.

Federal Transit Administration grant rules limit contracts for goods to five-year terms. Under these rules, all options must be exercised before expiration of the five-year period even if delivery of the vehicles will not take place within the five-year period.

In order to preserve the pricing and configuration of the LRVs under this contract for use in the Mid-Coast Project, if approved and funded, MTS staff proposes exercising the option for the remaining 45 LRVs with Siemens before the five-year period of the UTA contract expires.¹ The contract amendment allows MTS to terminate the option order at any time before issuing a Release for Production notice to Siemens. The amendment is also contingent upon funding availability and FTA approval before a Release for Production.

This option exercise would allow MTS to take advantage of the favorable pricing it received from Siemens on this contract (\$3,515,000) and to acquire LRVs that have already been tested, maintained, and integrated into the MTS system. This will provide for an efficient integration of vehicles and system maintenance if the Mid-Coast Project is approved.

Because the date for Mid-Coast Project approval is not definite, the contract amendment includes price escalation clauses if the Release for Production notice is not issued until later budget years. The reasonableness of these escalation factors will be reevaluated before any Release for Production notice is issued to confirm that it remains fair and reasonable.



Paul G. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: Draft MTS Doc. No. L0914.10-10

¹ The MTS contract with Siemens was executed on August 20, 2009. While MTS believes the five-year period runs from that date, it is recommended that this option be exercised within five years of the UTA contract date to avoid any contentions that the five-year period runs from the UTA contract date.

DRAFT

April 18, 2013

MTS Doc. No. L0914.10-10
OPS 970.6, CIP 1210080

Mr. Michael Cahill
President
Siemens Industry, Inc.
Infrastructure & Cities Sector, Rail Systems Division
7464 French Road
Sacramento, CA 95828

Dear Mr. Cahill:

Subject: AMENDMENT NO. 10 TO MTS DOC. NO. L0914.0-10 - PROCUREMENT OF
ULTRASHORT LOW-FLOOR VEHICLES

This amendment shall serve to modify our Agreement for the procurement of ultrashort low-floor vehicles from Siemens Industry, Inc., as further described below.

RECITALS

- A. In a contract dated April 25, 2008, Utah Transit Authority agreed to purchase light rail vehicles (LRVs) from Siemens Transportation Systems, Inc. (UTA Contract). Siemens Industry, Inc. (Siemens) subsequently was substituted for Siemens Transportation Systems, Inc.
- B. The UTA Contract included 110 LRV options that were incorporated into the scope of work on behalf of the San Diego Metropolitan Transit System (MTS).
- C. On August 20, 2009, UTA assigned 65 of the LRV options to MTS.
- D. Through a series of contracts and amendments, MTS has exercised all 65 LRV options, with an estimated delivery date of the 65th LRV in February 2014.
- E. MTS now desires to be assigned the remaining 45 LRV options and to exercise the options for such LRVs, subject to the terms and conditions contained herein.

AGREEMENT

- 1. Exercise of Options. MTS hereby exercises the option for up to 45 LRVs with all features described in MTS Contract No. L0914.0-10 through L0914.9-10 ("45 Option LRVs").
- 2. Option LRV Price. The pricing for the up to 45 Option LRVs shall be \$3,515,000.00 plus California sales tax. The new total amount encumbered by this contract, after the addition of 45 Option LRVs, is as follows:

	Thru Amendment 9 (65 LRVs)	Thru Amendment 10 (110 LRVs)
Total Product	\$246,351,611.34	\$404,526,611.34
Total Tax ¹	\$19,285,263.19	\$31,939,263.19
Grand Total	\$265,636,874.53	\$436,465,874.53
Increase		\$170,829,000.00

3. Payment Schedule. The Payment Schedule for the 45 Option LRVs is as follows:

- a. Initial milestone payments (#1 Mobilization-2%, #2 Major Components-20%, and #3 Engineering Drawings-5%) shall be due within 30 days of a Release for Production Notice from MTS. The "Release for Production Notice" shall constitute approval from MTS to release a certain number of LRVs for production.
- b. All other milestones shall remain the same (detailed in L0914.0-10, Exhibit D).

4. Right to Terminate. MTS shall have a no-cost right to terminate this contract for the additional 45 Option LRVs, or a part thereof, at any time before a Release for Production Notice is issued for an Option LRV. Siemens expressly recognizes that MTS's issuance of a Release for Production Notice for each Option LRV is contingent upon a Full-Funding Grant Agreement being executed for the Mid-Coast LRV Project, as well as approval by the Federal Transit Administration that this option exercise complies with federal procurement regulations.

5. Release for Production Deadline.

- a. MTS recognizes that the pricing provided by Siemens for the 45 Option LRVs is based upon its production line and supply chain being mobilized, ready and available for production. Siemens agrees that its production line and supply chain will not be impacted if a Release for Production Notice is issued by MTS before September 30, 2013.
- b. If a Release for Production Notice is issued after September 30, 2013, then the pricing for the option LRVs shall be increased to account for required re-mobilization costs and industry price increases. The per unit price listed in

¹ Sales tax rate is 7.75% for LRVs accepted thru 12/31/12 and 8.0% sales tax for LRVs accepted after 1/1/13. The sales tax rate applicable on the date of Conditional Acceptance (Milestone # 6) is the sales tax rate applicable for all milestones related to that LRV. Because of changes in the sales tax rate during the course of this contract, MTS and Siemens have mutually adjusted the sales tax totals to comply with applicable law.

Section 2 shall be adjusted *to accommodate for any industry price changes* by multiplying the base price (\$3,515,000) by the following fraction: *Latest Published Preliminary Index Number Prior to Release for Production/Index Number on Effective Date of this Amendment No. 10*. The index shall be found at www.bls.gov and shall be the Producer Price Index for Railroad Cars and Car Parts, Series No. 1442. In the event the timing of the Release for Production Notice or the quantity of LRVs released requires Siemens to incur extraordinary re-mobilization costs, MTS and Siemens shall mutually agree upon an additional price adjustment or one-time payment to reimburse Siemens for such costs.

6. Manufacturing/Delivery Cycle. Siemens agrees that the maximum manufacturing and delivery cycle shall be twenty-four (24) months from the Release for Production Date for each Option LRV. A detailed schedule of estimated milestone dates will be prepared upon Release for Production.

If you agree with the above, please sign in the space provided below and return the document marked "Original" to the Contracts Specialist at MTS. The LRV delivery schedule and its corresponding LD schedule will be mutually amended. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Michael Cahill, President
Siemens Industry, Inc.
Infrastructure & Cities Sector
Rail Systems Division

Date: _____

Chris Halleus, Vice President, FBA
Siemens Industry, Inc.
Infrastructure & Cities Sector
Rail Systems Division

Date: _____

Members

Todd Gloria, Chair
Council President
City of San Diego

Judy Ritter, Vice Chair
Mayor, Vista
(Representing **North County Inland**)

Mary Sessom
Mayor, Lemon Grove
(Representing **East County**)

Lisa Shaffer
Deputy Mayor, Encinitas
(Representing **North County Coastal**)

Cheryl Cox
Mayor, Chula Vista (Representing
South County)

Ron Roberts, *Supervisor*
County of San Diego

Harry Mathis, *Chairman*
Metropolitan Transit System

Bill Horn, *Chairman*
North County Transit District

Tom Smisek
San Diego County Regional
Airport Authority

Alternates

Art Madrid
Mayor, La Mesa
(Representing **East County**)

Lee Haydu
Deputy Mayor, Del Mar
(Representing **North County Coastal**)

Sam Abed
Mayor, Escondido
(Representing **North County Inland**)

Mike Woiwode
Councilmember, Coronado
(Representing **South County**)

Marti Emerald, *Councilmember*
City of San Diego

Vacant, *Councilmember*
City of San Diego

Greg Cox, *Chairman*
County of San Diego

Dianne Jacob, *Vice Chair*
County of San Diego

Al Ovrom
Metropolitan Transit System

Rebecca Jones / John Aguilera
North County Transit District

Lloyd Hubbs
San Diego County Regional
Airport Authority

Advisory Members

Laurie Berman / Bill Figge
District 11, Caltrans

Mark Romero (**Mesa Grande**)
Allen Lawson (**San Pasqual**)
Southern California Tribal
Chairmen's Association

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, April 19, 2013
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- **DRAFT FY 2014 CAPITAL BUDGET CHANGES**
- **ACTIVE TRANSPORTATION IMPLEMENTATION STRATEGY FRAMEWORK**
- **RELEASE OF DOWNTOWN BUS RAPID TRANSIT STATIONS MITIGATED NEGATIVE DECLARATION FOR PUBLIC REVIEW AND COMMENT**

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE TRANSPORTATION COMMITTEE MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

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.

San Diego Association of Governments • 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 • Fax (619) 699-1905 • www.sandag.org



Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee 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 Committee seated at the front table. Members of the public may address the Committee 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 Transportation Committee may take action on any item appearing on the agenda.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG Web site or by sending an e-mail request to webmaster@sandag.org. **Any handouts, presentations, or other materials from the public intended for distribution at the Transportation Committee meeting should be received by the Clerk of the Committee no later than 12 noon, two working days prior to the meeting.**

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

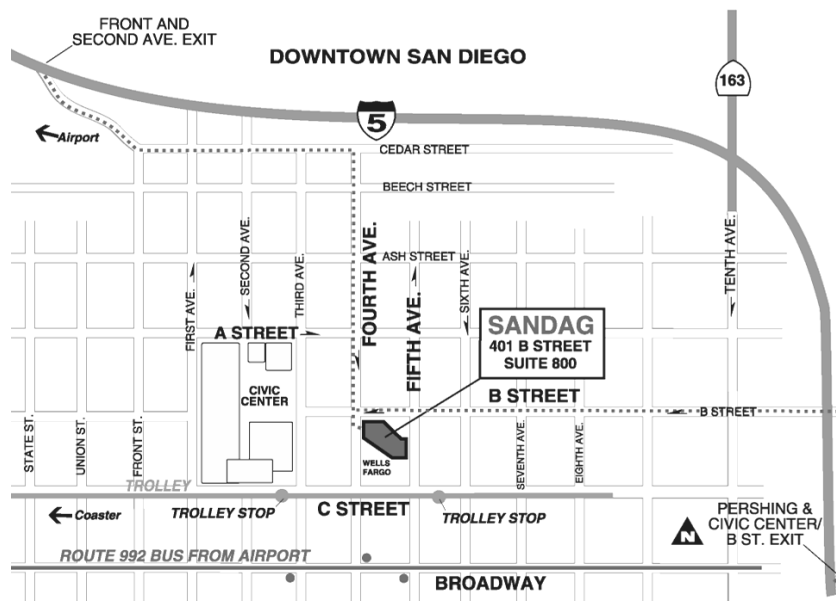
SANDAG agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要, 我们可以把SANDAG议程材料翻译成其他语言.

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information.
Bicycle parking is available in the parking garage of the SANDAG offices.



TRANSPORTATION COMMITTEE

Friday, April 19, 2013

ITEM

RECOMMENDATION

- +1. APPROVAL OF APRIL 5, 2013, MEETING MINUTES

APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.

REPORTS (3 through 11)

- +3. TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENTS FOR THE CITIES OF CHULA VISTA, SAN DIEGO, AND SAN MARCOS (Lisa Kondrat-Dauphin)

APPROVE

The issued FY 2012 Transportation Development Act (TDA) compliance audits include unexpended funds from completed projects for the Cities of Chula Vista, San Diego, and San Marcos that are to be returned to the Local Transportation Fund (LTF). The recommendation is that certain TDA allocations for bicycle and pedestrian projects of the Cities of Chula Vista and San Diego be reduced and those funds returned to the LTF held with the County of San Diego as Trustee. The Transportation Committee is asked to adopt Resolution No. 2013-20, approving revisions to TDA Article 3.0 claims for various City of Chula Vista, City of San Diego, and City of San Marcos completed bicycle and pedestrian projects.

- +4. PROPOSED FY 2013 BUDGET AMENDMENT: ORANGE AND GREEN LINE FIBER OPTIC CABLE PROJECT (Bruce Schmith)

APPROVE

The Transportation Committee is asked to (1) approve a budget revision to increase the Orange and Green Line Fiber Optic Cable project (CIP 1144400), from \$7,405,227 to \$7,805,227 in the FY 2013 Program Budget to construct additional fiber optic cable (Attachment 1); and (2) approve a budget transfer of \$400,000 of MTS security improvement funds to SANDAG for the fiber optic cable construction.

- +5. *TransNet* SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION PROGRAM: STATUS UPDATE AND PROPOSED GRANT AMENDMENTS (Suchi Mukherjee)

APPROVE

SANDAG approved the first round of Smart Growth Incentive Program projects under *TransNet* in May 2009, and the first round of Active Transportation Program grants in June 2009. This report provides an

overview of the progress made to date by the grant recipients and an update on the Inland Rail Trail Phase IIIB Right-of-Way Engineering project, which has been discontinued at the City of Vista's request. To continue right-of-way engineering activities along the corridor as a part of the Regional Bicycle Plan Early Action Program, the *TransNet* Independent Taxpayer Oversight Committee recommends that the Transportation Committee approve a time extension amendment to the Active Transportation grant for the Kelton Road Midblock Pedestrian Improvements Project in the City of San Diego. The Transportation Committee also is asked to approve a budget amendment to reprogram unspent funds, totaling approximately \$472,000 from the Active Transportation grant for the Inland Rail Trail Phase IIIB Right-of-Way Engineering Project in the City of Vista to SANDAG CIP 1223023 as part of the FY 2014 Capital Budget.

+6. PROPOSED FY 2013 BUDGET AMENDMENT: SAN LUIS REY TRANSIT CENTER CONSTRUCTION CHANGE ORDER AND BUDGET TRANSFER (Tim DeWitt) RECOMMEND

SANDAG is in the process of constructing the San Luis Rey Transit Center in Oceanside on behalf of North County Transit District (NCTD). NCTD has requested that an additional building and facilities be added to provide for security offices, monitoring and communications equipment, and a backup generator. The Transportation Committee is asked to recommend that the Board of Directors: (1) approve a sole source construction change order to Construction Contract 5001829, San Luis Rey Transit Center (CIP 1143600), in excess of 25 percent of the contract value for extra work to complete the project at the lowest cost and with the least delay to the public, as permitted by SANDAG Board Policy No. 024; and (2) approve an amendment to the FY 2013 Program Budget to transfer \$240,000 from the Trestle Bridge Replacement project (CIP 1143500) to the San Luis Rey Transit Center project (CIP 1143600) as shown in Attachments 1 and 2.

+7. DRAFT FY 2014 CAPITAL BUDGET CHANGES (Richard Chavez) RECOMMEND

The Capital Budget, included in Chapter 9 of the SANDAG Program Budget, includes those capital projects that SANDAG is responsible to implement for the San Diego region. The Capital Budget comprises the *TransNet* Early Action Program, the Regional Bikeway Program, and the Major/Minor Capital Program. The Transportation Committee is asked to recommend that the Board of Directors approve the FY 2014 Capital Budget changes described in the report as part of the final FY 2014 Program Budget.

+8. *TransNet* ENVIRONMENTAL MITIGATION PROGRAM ECONOMIC BENEFIT: AMENDMENT TO MEMORANDUM OF AGREEMENT (Keith Greer) RECOMMEND

The *TransNet* Ordinance contains the provision of "Economic Benefit" which was discussed at the March 1, 2013, joint meeting of the Regional Planning and Transportation Committees. SANDAG staff will present an amended Memorandum of Agreement (MOA) that more clearly defines the concept of economic benefits and proposes a process for releasing the Economic Benefit funding. The Transportation Committee is asked to recommend that the

Board of Directors: (1) approve the execution of the amended Memorandum of Agreement in substantially the same form as Attachment 1; and (2) develop a competitive grant program for land acquisition using economic benefit funds for future consideration by the Board.

+9. 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 5 (Michelle Merino) RECOMMEND

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP). The 2012 RTIP is the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2013 to FY 2017. Amendment No. 5 is a regular quarterly formal amendment and reflects changes to projects as requested by member agencies as well as an update to State Route 52 budget. The Transportation Committee is asked to recommend that the Board of Directors: (1) adopt Resolution No. 2013-19, approving Amendment No. 5 to the 2012 RTIP; and (2) approve FY 2013 Program Budget amendment to State Route 52 (1205201).

+10. ACTIVE TRANSPORTATION IMPLEMENTATION STRATEGY FRAMEWORK (Christine Eary) DISCUSSION

As part of the 2050 Regional Transportation Plan and Sustainable Communities Strategy, SANDAG committed to planning an Active Transportation Program including Safe Routes to School and Safe Routes to Transit. Staff will present a proposed framework for an Active Transportation Implementation Strategy. This approach was presented to the Cities/County Transportation Advisory Committee and the Regional Planning Technical Working Group in March.

+11. RELEASE OF DOWNTOWN BUS RAPID TRANSIT STATIONS MITIGATED NEGATIVE DECLARATION FOR PUBLIC REVIEW AND COMMENT (Jennifer Williamson) INFORMATION

SANDAG has prepared a Mitigated Negative Declaration (MND) for bus station improvements in downtown San Diego. These stations would be used by three new Bus Rapid Transit Services that will be implemented in mid-2014. The MND will be released for public comment in late April/early May and will have a 30 day comment period.

12. CONTINUED PUBLIC COMMENTS

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.

13. UPCOMING MEETINGS INFORMATION

The next meeting of the Transportation Committee is scheduled for Friday, May 3, 2013, at 9 a.m.

14. ADJOURNMENT

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF APRIL 5, 2013

The meeting of the Transportation Committee was called to order by Chair Todd Gloria (City of San Diego) at 9:01 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Chairman Bill Horn (North County Transit District [NCTD]), and a second by Tom Smisek (San Diego County Regional Airport Authority [SDCRAA]), the Transportation Committee approved the minutes from the March 15, 2013, Transportation Committee meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Gloria announced SANDAG is accepting applications to fill vacancies on the Social Services Transportation Advisory Council (SSTAC) and *TransNet* Independent Taxpayer Oversight Committee (ITOC).

Anne MacMillan Eichman, Little Italy Residents' Association, spoke in opposition of the South Bay Bus Rapid Transit (BRT) project.

Veronica D'Annibale, Little Italy Residents' Association, requested SANDAG staff to forward residents' requests to resolve various concerns on proposed projects and to post how they were addressed on the website.

Leslie Henshaw, member of the public, gave an update on Lorraine Leighton's medical condition.

John Wotzka, member of the public, spoke about various transportation matters.

Stephan Haase, member of the public, spoke in favor of transit systems in the Otay Ranch community.

REPORTS (3 through 8)

3. DRAFT 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 2, INCLUDING THE DRAFT AIR QUALITY CONFORMITY ANALYSIS AND REDETERMINATION OF THE 2050 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN (ACCEPT)

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP) and found it in conformance with the Regional Air Quality Strategy/State Implementation Plans, a federal requirement for transportation plans and programs.

Michelle Merino, Associate Financial Analyst, and Rachel Kennedy, Senior Regional Planner, informed the Committee about the air quality analysis of Amendment No. 2, which includes new analysis years for the new federal Eight-Hour Ozone standard and several projects in the 2012 RTIP are now aligned with the new milestones.

Action: Upon a motion by Deputy Mayor Lisa Shaffer (North County Coastal), and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee accepted the Draft 2012 Regional Transportation Improvement Program, Amendment No. 2, for review and distribution, including its air quality conformity analysis and the draft air quality conformity redetermination of the 2050 Revenue Constrained Regional Transportation Plan for a 30-day public comment period.

4. REGIONAL TELEWORK DEMONSTRATION PROJECT: RESEARCH FINDINGS (INFORMATION)

Telework is one of the Transportation Demand Management strategies identified in the 2050 Regional Transportation Plan and Sustainable Communities Strategy. In August 2012, SANDAG initiated the development of a Regional Telework Demonstration Project. The purpose of this project is to work with the business community to understand the barriers to implementing telework policies, and to develop a regional strategy for significantly expanding telework programs in the region. An extensive research effort that included focus groups, surveys and interviews with a range of employers was completed in February.

Antoinette Meier, Associate Transportation Planner, gave the presentation and shared the results of the employer research and the options being considered for the Regional Telework Demonstration project.

Action: This item was presented for information only.

5. SAN DIEGO FORWARD: THE REGIONAL PLAN: INITIATING THE DEVELOPMENT OF ALTERNATIVE LAND USE AND TRANSPORTATION SCENARIOS TO FURTHER REDUCE GREENHOUSE GAS EMISSIONS (DISCUSSION)

As part of the 2050 Regional Transportation Plan and Sustainable Communities Strategy, the Board of Directors committed to preparing alternative land use and transportation scenarios that would provide a range of options for further reducing greenhouse gas emissions between 2035 and 2050.

Carolina Gregor, Senior Regional Planner, and Rob Rundle, Principal Regional Planner, provided an overview of the proposed scenario planning exercise, including the expected steps and schedule.

Action: This item was presented for discussion only.

6. *TransNet* ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANTS EVALUATION RESULTS (INFORMATION)

SANDAG received 34 proposals for the *TransNet* Extension Ordinance Environmental Mitigation Program (EMP) Land Management Grants FY 2013 Call for Projects on January 29, 2013. These proposals were reviewed and ranked by Ad Hoc Committee members selected at the January 2013 EMP Working Group meeting. The Ad Hoc Committee evaluated proposals using the criteria approved by the Board of Directors in September 2012.

Katie Levy, Regional Planner I, provided the list of proposals and evaluations as information to the Transportation Committee and informed the Transportation Committee that staff will be back to seek a recommendation to the Board at the May meeting.

Action: This item was presented for information only.

7. *TransNet* SMART GROWTH INCENTIVE PROGRAM GRANT APPLICATION SCORING RESULTS FOR THE FY 2013 CYCLE (INFORMATION)

This item was pulled from the agenda.

8. SAN DIEGO FORWARD: THE REGIONAL PLAN: ENGAGING COMMUNITY-BASED ORGANIZATIONS IN THE PLANNING PROCESS (INFORMATION)

An important component in the Public Involvement Plan of San Diego Forward: The Regional Plan is to engage community-based organizations (CBOs) to broaden participation of low-income and minority populations in the development of the plan. SANDAG conducted a competitive process and has entered into contracts with 11 CBOs throughout the region.

Jane Clough, Senior Regional Planner, gave a report that introduced the Community-Based Outreach Partner Network and provided an overview of the approach and work plan that the Network will undertake to support the development of the regional plan.

Action: This item was presented for information only.

9. CONTINUED PUBLIC COMMENTS

There were no additional public comments.

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, April 19, 2013, at 9 a.m.

11. ADJOURNMENT

Chair Gloria adjourned the meeting at 10:46 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
APRIL 5, 2013**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Encinitas	Lisa Shaffer	Member	Yes
	City of Del Mar	Lee Haydu	Alternate	Yes
North County Inland	City of Vista	Judy Ritter (Vice Chair)	Member	Yes
	City of Escondido	Sam Abed	Alternate	Yes
East County	City of Lemon Grove	Mary Sessom	Member	Yes
	City of La Mesa	Art Madrid	Alternate	Yes
South County	City of Chula Vista	Cheryl Cox	Member	No
	City of Coronado	Mike Woiwode	Alternate	Yes
City of San Diego	----	Todd Gloria (Chair)	Member	Yes
	----	Marti Emerald	Alternate	No
	----	VACANT	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Greg Cox	Alternate	Yes
	—	Dianne Jacob	Alternate	No
Metropolitan Transit System	MTS	Harry Mathis	Member	Yes
	MTS	Al Ovrom	Alternate	Yes
North County Transit District	NCTD	Bill Horn	Member	Yes
	NCTD	Rebecca Jones	Alternate	No
	NCTD	John Aguilera	Alternate	No
San Diego County Regional Airport Authority		Tom Smisek	Member	Yes
		Lloyd Hubbs	Alternate	Yes
ADVISORY/LIAISON Caltrans	----	Laurie Berman	Member	Yes
	—	Bill Figge	Alternate	Yes
SCTCA	—	Mark Romero	Member	Yes
		Allen Lawson	Member	No
Other Attendees		Matt Tucker	NCTD	No
		Paul Jablonski	MTS	Yes
		Jack Dale	Chairman, SANDAG	No

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **3****Action Requested: APPROVE**

TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENTS
FOR THE CITIES OF CHULA VISTA, SAN DIEGO, AND SAN MARCOS

File Number 1500300

Introduction

Transportation Development Act (TDA) claim amendments are proposed for a decrease of \$438,485 for Article 3.0 bicycle and pedestrian projects.

Discussion

Each year, SANDAG utilizes an independent certified public accounting firm to undertake a compliance audit of bicycle and pedestrian projects funded under TDA Article 3.0 programs. The main purpose of the audit is to ascertain that funds are spent appropriately and to identify projects that have been completed by the sponsoring agency. The FY 2012 audit process is complete. After a final accounting, unexpended funds for completed projects from the Cities of Chula Vista and San Marcos remain. The allocations for these TDA claims are proposed to be reduced by a total of \$234,590 and the funds returned to the County's Local Transportation Fund (LTF) in FY 2013 as listed below:

Recommendation

The Transportation Committee is asked to adopt Resolution No. 2013-20, as shown in Attachment 1, approving revisions to TDA Article 3.0 claims for various City of Chula Vista, City of San Diego, and City of San Marcos completed bicycle and pedestrian projects.

Claimant	Purpose	Current Allocation	Recommended Adjustment+(-)	Revised Allocation
City of Chula Vista	Access Ped Signal Upgrade	\$78,920	(\$7,607)	\$71,313
City of San Marcos	Bike Path/Rail Trail Phase II	\$350,000	(\$226,983)	\$123,017
			(\$234,590)	

Subsequent to the FY 2012 TDA compliance audit, the City of San Diego closed several completed projects and requested all remaining funds be returned to the Local Transportation Fund in FY 2013. The allocations for these TDA claims must be reduced by a total of \$42,926 as listed below:

Claimant	Purpose	Current Allocation	Recommended Adjustment+(-)	Revised Allocation
City of San Diego	Kearny Villa Road	\$100,000	(\$38,198)	\$61,802
City of San Diego	India St. Improvement	\$50,000	(4,728)	\$45,272
			(\$42,926)	

In addition to the completed projects listed above, the City of San Diego also identified a completed project with funds that have not yet been drawn and are currently in the LTF. The allocation for this TDA claim must be reduced by a total of \$160,969 as listed below:

Claimant	Purpose	Current Allocation	Recommended Adjustment+(-)	Revised Allocation
City of San Diego	Vista/Sorrento Valley	\$207,500	(\$160,969)	\$46,531

Unexpended funds plus accumulated interest will be returned to the County's LTF for use on other bicycle and pedestrian projects, subject to Transportation Committee approval. Allocations for other approved projects under these claims remain unchanged.

ANDRÉ DOUZDJIAN
Director of Finance

Attachment: 1. Resolution No. 2013-20, Approving Revisions to TDA Claims

Key Staff Contact: Lisa Kondrat-Dauphin, (619) 699-1942, lisa.kondrat-dauphin@sandag.org



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900 • Fax (619) 699-1905
www.sandag.org

RESOLUTION

NO. 2013-20

APPROVING REVISIONS TO TRANSPORTATION DEVELOPMENT ACT CLAIMS

WHEREAS, the Transportation Development Act (TDA) claims listed below require revisions; and

WHEREAS, the SANDAG Board of Directors delegated the authority for TDA amendments to the SANDAG Transportation Committee; and

WHEREAS, SANDAG has analyzed the allocations and has found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR);

NOW THEREFORE

BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee, pursuant to CCR Section 6659(d) does hereby approve revisions to the claims as shown below:

Article	Year	Claim	Claimant	Purpose	Current Allocation	Adjustment +(-)	Revised Allocation
3	2008	08011000	Chula Vista, City	Accessible Ped Signal Upgrade	\$78,920	(\$7,607)	\$71,313
3	2002	344	San Diego, City	Vista/Sorrento Valley	\$207,500	(\$160,969)	\$46,531
3	2008	08011006	San Diego, City	Kearny Villa Road	\$100,000	(\$38,198)	\$61,802
3	2008	08011007	San Diego, City	India St. Improvements	\$50,000	(\$4,728)	\$45,272
3	2001	333	San Marcos, City	Bike Path/Rail Trail Phase II	\$350,000	(\$226,983)	\$123,017

2. That the other approved projects under these claims shall remain unchanged.
3. That the Transportation Committee does hereby authorize the Executive Director to prepare and transmit allocation instructions to the San Diego County Auditor as are necessary and legal for adjustment of these claims including the return of interest.

PASSED AND ADOPTED this 19th day of April 2013

CHAIRPERSON

ATTEST: _____

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **4****Action Requested: APPROVE**

PROPOSED FY 2013 BUDGET AMENDMENT: ORANGE
AND GREEN LINE FIBER OPTIC CABLE PROJECT

File Number 1144400

Introduction

This action recommends approving the transfer of \$400,000 from Metropolitan Transit System (MTS) in order to fund the construction of new fiber optic cable from the Old Town Transit Center to the Santa Fe Depot. This cable will close the gap in the MTS bayside high-speed fiber optic network. The network carries data for video surveillance, train location, and communications to MTS Centralized Train Control. This final connection will result in a communications system that improves security and safety.

Recommendation

The Transportation Committee is asked to (1) approve a budget revision to increase the Orange and Green Line Fiber Optic Cable project (CIP 1144400), from \$7,405,227 to \$7,805,227 in the FY 2013 Program Budget to construct additional fiber optic cable (Attachment 1); and (2) approve a budget transfer of \$400,000 of MTS security improvement funds to SANDAG for the fiber optic cable construction.

Discussion

The Orange and Green Line Fiber Optic Cable Project is one of several projects that expand the fiber optic communications network for the San Diego Trolley. Once completed, this network will provide reliable data transmission for security cameras, train location, visual and audible public address systems and alarms for facilities and equipment. MTS has made completing the fiber optic network a priority and thus has approved transferring \$400,000 in MTS Security Improvement Grant funds from MTS Fiber Optic Links project (CIP 11340) to SANDAG Orange and Green Line Fiber Optic Cable project (CIP 1144400). The additional funds will be used to construct fiber optic cable in the existing gap between the Old Town Transit Center and Santa Fe Depot. The funding changes are summarized in Table 1. On February 21, 2013, the MTS Board approved the transfer of the \$400,000 in security improvement funds to SANDAG (Attachment 2).

Table 1 - Budget Change Summary

Project (CIP #)	FY 2013 Budget	Proposed Budget	Budget Change
Orange & Green Line Fiber Project (1144400)	\$7,405,227	\$7,805,227	+\$400,000

JIM LINTHICUM

Director of Mobility Management and Project Implementation

- Attachments: 1. Proposed Budget Amendment for CIP 1144400, Orange and Green Line Fiber Optic Cable
2. MTS Board of Directors Agenda Item #10 from February 21, 2013

Key Staff Contact: Bruce Schmith, (619) 595-5613, bruce.schmith@sandag.org

Project Number: 1144400	Project Manager: Andre Tayou
Project Name: Orange and Green Line Fiber Optic Cable	Phone Number: (619) 699-7340

PROJECT DESCRIPTION	SITE LOCATION												
<p>This project will install a high-speed fiber-optic network, which will be used to implement future signaling, communications, closed-circuit television, and traction power upgrades. This project will be built in five phases. Phase 1 will cover Qualcomm to Mission Valley Center, Phase 2 will cover Mission Valley Center to Old Town, Phase 3 will cover 12th and Imperial station to Baltimore Junction, Phase 4 will Cover Baltimore Junction to Santee, and Phase 5 will cover Santa Fe Depot to Old Town</p>	NOT APPLICABLE												
PROJECT JUSTIFICATION <p>This project is essential to SANDAG's Intelligent Transportation System (ITS) projects, including the regional automated fare collection project. It also paves the way for regional, multi-agency efforts in infrastructure and data-sharing.</p>													
PROGRESS TO DATE	MAJOR MILESTONES												
Design and construction are complete for phases 1, 2, and 3. Design is complete for phases 4 and 5. Construction will commence on phases 4 and 5 in FY 2014.	<table> <tr> <th>MILESTONE</th><th>FINISH DATE</th></tr> <tr> <td>Environmental Document</td><td>N/A</td></tr> <tr> <td>Ready to Advertise</td><td>Dec-11</td></tr> <tr> <td>Issue Notice to Proceed</td><td>Mar-12</td></tr> <tr> <td>Open for Service</td><td>Mar-13</td></tr> <tr> <td>Close Out</td><td>Jun-14</td></tr> </table>	MILESTONE	FINISH DATE	Environmental Document	N/A	Ready to Advertise	Dec-11	Issue Notice to Proceed	Mar-12	Open for Service	Mar-13	Close Out	Jun-14
MILESTONE	FINISH DATE												
Environmental Document	N/A												
Ready to Advertise	Dec-11												
Issue Notice to Proceed	Mar-12												
Open for Service	Mar-13												
Close Out	Jun-14												

EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 13	FY 14	FY 15	FY 16	FY 17	FUTURE YEARS	TOTAL
Administration	\$250	\$475	\$20	\$0	\$0	\$0	\$0	\$745
Miscellaneous Equipment	0	0	0	0	0	0	0	\$0
Engineering & Design	400	115	0	0	0	0	0	\$515
Construction Management	200	266	0	0	0	0	0	\$466
Professional Services	40	109	0	0	0	0	0	\$149
Construction	2,200	3,270	0	0	0	0	0	\$5,470
Environmental	0	0	0	0	0	0	0	\$0
Project Contingency	25	35	0	0	0	0	0	\$60
Total	\$3,115	\$3,270	\$4,670	\$20	\$0	\$0	\$0	\$7,805

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 13	FY 14	FY 15	FY 16	FY 17	FUTURE YEARS	TOTAL
FEDERAL:								
FTA ARRA - 5307	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$400
LOCAL:								
MTS	3,115	3,770	20	0	0	0	0	7,305
TDA	0	100						100
TOTAL:	\$3,115	\$3,770	\$20	\$0	\$0	\$0	\$0	\$7,805



1255 Imperial Avenue, Suite 1000
 San Diego, CA 92101-7490
 (619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 10

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 21, 2013

SUBJECT:

FIBER-OPTICS LINK PROJECT – FUNDS TRANSFER

RECOMMENDATION:

That the Board of Directors approve the transfer of funds from the Fiber-Optics Link Project (CIP 11340) to the Orange/Green Lines Fiber-Optics Cable Project (CIP 1144400) to complete the fiber loop from Old Town to Santa Fe Depot.

Budget Impact

Funds are available within MTS CIP 11340 (Fiber Optics Link) in the amount of \$400,000 (see the IFAS report for information – Attachment A).

DISCUSSION:

The San Diego Association of Governments (SANDAG) is overseeing a project to install fiber-optics cable on the Green and Orange Lines, which will carry fare information from ticket vending machines (TVMs), video images from MTS's closed-circuit television (CCTV) network, visual message sign (VMS) information, and Supervisor Control and Data Acquisition (SCADA) back to the Central Control office. The installation of the fiber-optics cable is currently under construction along the Green and Orange Lines using a job order contract with Select Electric. The contractor has completed the first two of three phases of the project. The only fiber gap that MTS needs to complete the fiber loop is from Old Town to Santa Fe Depot. The fiber-optics cable installation is scheduled to be completed by July 2013.

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com




Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Funding for the project was approved by the MTS Board in January 2011 in the amount of \$5,960,245.40 and in April 2012 in the amount of \$900,870. Using updated estimates and the pricing for the segment currently in construction, the projected cost to complete the fiber loop from Old Town to Santa Fe Depot is estimated to be \$400,000. Since MTS CIP funds are being used to fund this project, SANDAG has requested that the project budget be supplemented to meet the new cost estimate.

	Funding Source	Fiscal Year	\$ Amount	Date Approved
Original Funds	Prop 1B	FY 08-09	\$2,578,655	Jan. 2011
	TSGP	FY 10	\$3,381,790	Jan. 2011
	Prop 1B	FY 09-10	\$900,870	April 2012
Additional	Prop 1B	FY 10-11	\$400,000	TBD
TOTAL			\$7,261,315	

MTS has identified and received funding from California Transit Security Grant (Security Prop. 1B FY 10-11) for the Fiber-Optics Link Project, which would be transferred to the Fiber-Optics Cable Project. This is an appropriate use of the grant funds because the fiber would be utilized for viewing security cameras at the stations and on board light rail vehicles.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. MTS IFAS Report 11340 and SANDAG IFAS Report 1144400

MTS

PROJECT BUDGET TO ACTUAL - FROM INCEPTION (with Encumbrances)

Fiscal Year 2013 Report Date: 01/24/2013

PROJECT NO: 11340 Fiber Optics Link Project Manager: N/A

EXPENDITURES

Project Number	Description	Total Project Budget	Expended To Date	Current Encumb	Total Exp & Enc	Contract Contingency	Total Project Budget Available
11340-0200	Procurement	400,000.00	0.00	0.00	0.00	0.00	400,000.00
TOTAL:		400,000.00	0.00	0.00	0.00	0.00	400,000.00

REVENUES

Project Number	Description	Total Budgeted Revenue	Fiscal Year	Priority	Percent	Total Earned Revenue
11340-46373	PROP 1B TSGP 10/11	400,000.00	2012	1	100.00 %	0.00
TOTAL:		400,000.00				0.00

Project Comments:

08/06/12 - Add FY10/11 Security Prop 1B funding of \$400,000.

Project Budget To Actuals [Multi-year 7-Digit Projects]

Project Number 1144400

Orange/Green Fiber Optic Cable

Project Manager Andre Tayou

Expenditures

Task	Description	Total Project Budget	Expended To Date	Current Encumb	Total Exp & Enc	Contract Contingency	Total Project Budget Available
0100	Administration	745,057	14.00	0.00	14.00	0.00	745,043.00
0102	Administration-Labor	0	158,194.47	0.00	158,194.47	0.00	-158,194.47
0102MT	Labor-MTS	0	29,661.61	0.00	29,661.61	0.00	-29,661.61
0116	Vehicle Maintenance	0	0.00	30.00	30.00	0.00	-30.00
0600	Engineering & Design	515,251	330,821.35	167,861.03	498,682.38	0.00	16,568.62
0700	Construction Management	466,044	32,764.25	178,070.69	210,834.94	0.00	255,209.06
0800	Professional Services	149,011	227.71	31,118.20	31,345.91	0.00	117,665.09
1000	Construction General	5,425,637	3,632,617.14	1,027,678.35	4,660,295.49	346,310.72	419,030.79
10006040	Construction Capital Outlay	0	0.00	0.00	0.00	0.00	0.00
3800	Project Contingency	60,000	0.00	0.00	0.00	0.00	60,000.00
		7,361,000.00	4,184,300.53	1,404,758.27	5,589,058.80	346,310.72	1,425,630.48

Revenues

Project Number	Description	Total Budgeted Revenue	Fiscal Year	Priority	Percent	Total Revenue Recorded	Total Earned Revenue
1144400-72360001	Federal 5307 CA-90-Z008	400,000.00	2012	3	80 %	0.00	0.00
1144400-85130001	Prop 1B	0.00	2012		0 %	574,693.05	0.00
1144400-91040000	TDA (1)	100,000.00	2012	3	20 %	0.00	0.00
1144400-92060001	Miscellaneous Project Revenue	5,960,445.00✓	2011	1	100 %	15,627.08	0.00
1144400-92060001	Miscellaneous Project Revenue	900,870.00✓	2012	2	100 %	0.00	0.00
1144400	Other Revenue Sources					3,503,248.15	

San Diego Association of Governments
Project Budget To Actuals [Multi-year 7-Digit Projects]

As of 01/23/2013

	7,361,315.00	4,093,568.28	0.00
--	--------------	--------------	------

Comments

Transfer \$500k (\$400k CA-03-Z008 and \$100k tda) from 1144000
 2011 Miscellaneous Revenue = MTS
 2012 Miscellaneous Revenue = MTS

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **5**

Action Requested: APPROVE

TransNet SMART GROWTH INCENTIVE PROGRAM
AND ACTIVE TRANSPORTATION GRANT PROGRAM:
STATUS UPDATE AND PROPOSED GRANT AMENDMENTS

File Numbers 3300100, 3300300

Introduction

This report provides an update through December 31, 2012, on projects funded by two grant programs included in the *TransNet* Extension Ordinance and Expenditure Plan: (1) the Smart Growth Incentive Program (SGIP), and (2) the Active Transportation Grant Program (ATGP), formerly known as the Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming Program. This report also provides information regarding ongoing oversight efforts and proposed amendments for two Active Transportation Grant Program projects.

Discussion

The *TransNet* Extension Ordinance provides 2 percent of the annual *TransNet* revenues for both the SGIP and ATGP. In addition, the ATGP receives 2 percent of the annual Transportation Development Act (TDA) revenues. This report includes an update on the progress of both grant programs through December 31, 2012 (Attachments 1 and 2), and information regarding ongoing oversight efforts and the current funding cycle for both programs.

Smart Growth Incentive Program

In May 2009, SANDAG awarded \$9.4 million in funding to 14 projects (six planning grants and eight capital grants) for the first two-year cycle of the *TransNet* SGIP. The program was established through the *TransNet* Extension Ordinance "to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination." Of the 13 projects that went forward, five have been completed, and the remaining projects are scheduled to be completed between now and the end of FY 2014 (June 2014).

Recommendation

The *TransNet* Independent Taxpayer Oversight Committee recommends that the Transportation Committee approve a time extension amendment to the Active Transportation grant for the Kelton Road Midblock Pedestrian Improvements Project in the City of San Diego. The Transportation Committee also is asked to approve a budget amendment to reprogram unspent funds, totaling approximately \$472,000 from the Active Transportation grant for the Inland Rail Trail Phase IIIB Right-of-Way Engineering Project in the City of Vista to SANDAG CIP 1223023 as part of the FY 2014 Capital Budget.

Active Transportation Grant Program

In June 2009, SANDAG also awarded \$7.8 million in TDA and *TransNet* funding to 30 projects (12 planning, parking, and program grants; and 18 capital grants) under the ATGP. Although this was the first annual cycle of this program under the *TransNet* Extension, SANDAG has been funding bicycle and pedestrian projects with TDA funds since 1972, and bicycle projects under the original *TransNet* Ordinance since FY 1989. The *TransNet* Extension Ordinance specifies that the funds be used “for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.” Of the 30 projects, 23 have been completed, and one project was discontinued at the request of the local jurisdiction. The remaining projects are scheduled to be completed between now and the end of FY 2013 (June 2013), with the exception of the two projects described below.

Grant Oversight

SANDAG staff provides ongoing oversight of SGIP and ATGP grantees through review of quarterly reports and regular status updates to the Transportation and Regional Planning Committees. Staff also provides an annual update on *TransNet*-funded grant programs to the *TransNet* Independent Taxpayer Oversight Committee (ITOC).

Staff reviews quarterly reports to ensure that grantees are making timely progress with respect to the Use-It-or-Lose-It provisions of their grant agreements (described below), and to ensure that the project deliverables match the deliverables in the grant agreement scopes of work. The “Watch List” column in Attachments 1 and 2 is used to identify projects for which a grant amendment may be needed or another appropriate action may need to be taken.

Policy Governing Timely Use of Grant Funds (“Use-It-or-Lose-It” Policy)

The applicable Use-It-or-Lose-It Policy (Attachment 5), which was in place for these projects at the time of award and prior to the adoption of Board Policy No. 035: Competitive Grant Program Procedures, states that all projects must be completed according to the project schedule provided in the grantee’s respective grant agreements, and that, at the latest, capital improvement projects must award a construction contract within two years of an executed grant agreement with SANDAG. The Policy also states that capital projects must be completed within 18 months of an executed construction contract (a maximum of 3.5 years from contract execution). A planning project must award a consultant contract within one year of an executed grant agreement with SANDAG, and complete the project within two years of an executed consultant contract (a maximum of three years from contract execution).

While schedule adjustments of up to 12 months may be approved by SANDAG staff, per Section 3.1.1 of the Use-It-or-Lose-It Policy, SGIP and ATGP amendment requests are presented to the ITOC for a recommendation and to the Transportation and Regional Planning Committees (respectively) for approval when the requests meet either one of the following conditions:

- Time requested exceeds 12 months; and/or
- Time requested causes the project to miss a Use-It-or-Lose-It milestone deadline (consultant or construction contract award or project completion).

Proposed Active Transportation Grant Program Amendments

1. The City of San Diego is requesting a no-cost, time-only schedule extension for the Kelton Road Midblock Pedestrian Improvements project from February 28, 2013, to July 31, 2013 (Attachment 3), because the original awardee in the bid process was deemed ineligible due to contracting violations on other unassociated projects. The five-month schedule extension will allow the City of San Diego to readvertise the contract, complete an award, and construct the project. A staff-level amendment was in progress prior to the contract expiration date, but due to Use-It-or-Lose-It milestone requirements, the time extension was determined to require approval by the Transportation Committee. On April 10, 2013, the ITOC recommended that the Transportation Committee approve the requested schedule amendment.
2. The City of Vista is requesting the discontinuance of the Inland Rail Trail (IRT) Phase IIIB Right-of-Way Engineering project and transference of completion of the project to SANDAG as a part of the Regional Bike Plan Early Action Program (Attachment 4). In order to allow SANDAG to continue right-of-way engineering activities along the corridor, SANDAG staff requests that the Transportation Committee reprogram the unspent funds of \$471,934.53 from the original grant of \$500,000 to SANDAG Capital Improvement Program (CIP) Project No. 1223023, the Inland Rail Trail, in the FY 2014 Program Budget. On April 10, 2013, the proposed budget amendment was presented to ITOC. (ITOC does not make recommendations on budget amendments.)

Next Steps

The next status update on the SGIP and ATGP will be prepared in summer 2013.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

- Attachments:
1. Status of *TransNet* SGIP FY 2009-FY 2010 Grants
 2. Status of *TransNet*/TDA Active Transportation FY 2010 Grants
 3. City of San Diego Extension Request for the Kelton Road Midblock Pedestrian Improvements Project
 4. City of Vista Termination Request for the IRT Phase IIIB Right-of-Way Engineering Project
 5. *TransNet* SGIP and Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming Program Use-It-or-Lose-It Requirements

Key Staff Contact: Suchi Mukherjee, (619) 699-7315, suchitra.mukherjee@sandag.org

Status of *TransNet* Smart Growth Incentive Program FY 2009 - FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
1	Chula Vista	Industrial Boulevard Bike Lane & Pedestrian Improvements	Capital	\$283,900	PROJECT COMPLETE – JULY 2012				
2	Chula Vista	Palomar Gateway District Specific Plan & EIR	Planning	\$400,000	Second screencheck of Draft EIR complete. Third and final screencheck in progress.	Project Completion	Jun-13	Jun-13	X
3	Chula Vista	Third Avenue Streetscape Implementation Project	Capital	\$2,000,000	Construction in progress.	Project Completion	Mar-13	Mar-13	X
4	Lemon Grove	Lemon Grove Trolley Plaza	Capital	\$1,895,000	Construction in progress.	Project Completion	Nov-13	Nov-13	
5	National City	8th Street Corridor Smart Growth Revitalization	Capital	\$2,000,000	90% construction plans and specifications (Phase II) complete. Phase I construction in progress.	Project Completion	Jun-14	Jun-14	
6	San Diego	Mid-City SR 15 BRT Station Area Planning Study	Planning	\$225,000	Final Study Report in progress. Recommendations prepared for presentation to community stakeholders.	Project Completion	Feb-13	Feb-13	X

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and funds have reverted back to the SGIP.

Status of *TransNet* Smart Growth Incentive Program FY 2009 - FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
7	San Diego	Chollas Triangle Master Plan	Planning	\$275,000	Master Plan Concepts used to prepare traffic analysis; community plan amendment and environmental analysis in progress.	Project Completion	Dec-13	Dec-13	
8	San Diego	Euclid & Market Village Master Plan	Planning	\$400,000	Draft Master Plan complete. Preparing for review and feedback by community stakeholders.	Project Completion	Mar-13	Mar-13	X
9	San Diego	Imperial Avenue & Commercial Street Corridor Plan	Planning	\$400,000	Completion of Draft Master Plan in progress. Refinements to mobility section and technical report underway. Preparing for review and feedback by community stakeholders.	Project Completion	Mar-13	Mar-13	X
10	San Diego	Park Boulevard/ Essex Street Pedestrian Crossing & Traffic Calming	Capital	\$224,000	100% design complete. Advertised and awarded construction contract.	Project Completion	Sep-13	Sep-13	

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring.

Projects that were not awarded have been removed from this list and funds have reverted back to the SGIP.

Status of *TransNet* Smart Growth Incentive Program FY 2009 - FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
11	San Diego	Park Boulevard/City College/San Diego High Pedestrian & Transit Access Improvements	Capital	\$300,000	90% design complete.	Award Construction Contract	Sep-13	Feb-14	
12	San Diego	Fourth & Fifth Avenue/Nutmeg Pedestrian Crossing & Traffic Calming	Capital	\$619,000	100% design complete.	Award Construction Contract	Mar-13	Sep-13	
13	San Diego	Fourth Avenue/Quince Pedestrian Crossing & Traffic Calming	Capital	\$233,000	100% design complete.	Award Construction Contract	Mar-13	Sep-13	

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and funds have reverted back to the SGIP.

Status of *TransNet*/TDA Active Transportation Program FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
1	Carlsbad	Installation of Audible Pedestrian Signals & Countdown Pedestrian Signals	Capital	\$150,660	PROJECT COMPLETE – FEBRUARY 2012				
2	Chula Vista	Chula Vista Bikeway Master Plan Update	Plan	\$150,000	PROJECT COMPLETE – FEBRUARY 2011				
3	Chula Vista	Sidewalk Safety Program – I Street Sidewalk Improvements	Capital	\$116,220	PROJECT COMPLETE – SEPTEMBER 2011				
4	Coronado	Coronado Bicycle Master Plan	Plan	\$75,000	PROJECT COMPLETE – MARCH 2011				
5	Escondido	Downtown Escondido Bike Racks	Parking	\$14,378	PROJECT COMPLETE – OCTOBER 2011				
6	Escondido	Ash Street Undercrossing	Capital	\$457,357	PROJECT COMPLETE - MARCH 2012				
7	Escondido	Escondido Creek Bike Path	Capital	\$524,100	The grant agreement for this project was terminated in July 2012 at the request of the City of Escondido. The grant funds will remain in the Active Transportation Grant Program.				

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and any funds have reverted back to the Active Transportation Grant Program.

Status of *TransNet*/TDA Active Transportation Program FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
8	Escondido	Escondido Creek Bike Path Lighting & Restriping	Capital	\$157,500	Final design specifications completed.	Award Construction Contract	Jan-13	May-13	
9	Escondido	West Bernardo Bike Path & Cantilever	Capital	\$1,425,000	PROJECT COMPLETE - MARCH 2011				
10	La Mesa	La Mesa Bicycle Facilities Master Plan	Plan	\$75,000	PROJECT COMPLETE - FEBRUARY 2012				
11	La Mesa	Spring Street Trolley Station Pedestrian Access Improvements	Capital	\$88,000	PROJECT COMPLETE - SEPTEMBER 2011				
12	La Mesa	La Mesa/El Cajon Boulevards Intersection Improvements & Pedestrian Infrastructure	Capital	\$361,000	PROJECT COMPLETE - SEPTEMBER 2011				
13	National City	National City Bicycle Master Plan	Plan	\$50,000	PROJECT COMPLETE - FEBRUARY 2011				
14	National City	Sweetwater River Bike Path Gap Closure Design - Plaza Bonita Road	Capital	\$130,000	PROJECT COMPLETE - DECEMBER 2010				
15	San Diego	EIR & Feasibility Study for Bike Master Plan Update	Plan	\$150,000	Second screencheck of Draft PEIR complete.	Project Completion	Jun-13	Jun-13	

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and any funds have reverted back to the Active Transportation Grant Program.

Status of *TransNet*/TDA Active Transportation Program FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
16	San Diego	Pedestrian & Bicycle Safety Education Program	Support	\$290,000	Program outreach is under way and was extended to 287 elementary schools, 102 middle schools, and 31 parent workshops.	Project Completion	Jun-13	Jun-13	
17	San Diego	San Diego Pedestrian Master Plan Phase 4	Plan	\$150,000	Finalized pedestrian focus areas and existing conditions mapping. Inventory of curb ramps and sidewalk complete.	Project Completion	Apr-13	Apr-13	
18	San Diego	UCSD Bicycle/Pedestrian Master Plan	Plan	\$75,000	PROJECT COMPLETE – APRIL 2012				
19	San Diego	Bicycle Detection at Signalized Intersections	Capital	\$73,500	PROJECT COMPLETE – MAY 2012				

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and any funds have reverted back to the Active Transportation Grant Program.

Status of *TransNet*/TDA Active Transportation Program FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
20	San Diego	Kelton Road Midblock Pedestrian Improvements	Capital	\$248,400	100% Design complete. Construction contract award delayed because original winning contractor was deemed ineligible due to contracting violations on an unassociated project. Staff-level schedule amendment was in progress prior to contract expiration date, but determined to need ITOC and TC approval due to "Use-it-or-Lose-It" milestone requirements. The TC is asked to consider granting a five-month schedule extension to July, 31, 2013.	Award Construction Contract.	Feb-13	Feb-13 TC asked to consider a 5 month extension to July 31, 2013.	X
21	San Diego/Caltrans	SR 15 Bike Path Final Design & Environmental Document	Capital	\$350,000	PROJECT COMPLETE – OCTOBER 2012				
22	San Marcos	Barham Drive Urban Trail Improvement Project	Capital	\$700,000	PROJECT COMPLETE – JANUARY 2012				

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and any funds have reverted back to the Active Transportation Grant Program.

Status of *TransNet*/TDA Active Transportation Program FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
23	SANDAG	Bicycle Locker Wireless Communication	Support	\$50,000	PROJECT COMPLETE – JANUARY 2012				
24	SANDAG	Bicycle Locker Retrofits & Upgrades	Support	\$50,000	PROJECT COMPLETE – JANUARY 2012				
25	SANDAG	Bicycle Map Printing & Distribution	Plan	\$25,000	PROJECT COMPLETE – JULY 2010				
26	SANDAG	Bayshore Bikeway Segments 7 & 8	Capital	\$1,078,000	PROJECT COMPLETE – MARCH 2012				
27	Santee	Carlton Oaks Drive Class II Bike Lanes	Capital	\$30,200	PROJECT COMPLETE – MARCH 2010				
28	Vista	Inland Rail Trail Phase IIIB – Right-of-Way Engineering	Capital	\$500,000	Project is being transferred at the City of Vista's request. SANDAG will continue right-of-way engineering activities along the corridor to implement the Regional Bicycle Plan Early Action Program. Project close-out is in progress, and a request to re-program unspent grant funds to allow the agency to complete work				

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and any funds have reverted back to the Active Transportation Grant Program.

Status of *TransNet*/TDA Active Transportation Program FY 2010 Grants

Reporting period through December 31, 2012

#	AGENCY	PROJECT	GRANT TYPE	GRANT AMOUNT	STATUS	NEXT MILESTONE	MILESTONE DATE	CONTRACT EXPIRATION	WATCH LIST
					along the corridor will be presented to the ITOC on April 10, 2013 and TC on April 19, 2013.				
29	Vista	Safe Pedestrian Crossing at Longhorn Drive	Capital	\$50,649	PROJECT COMPLETE - JUNE 2011				
30	Vista	Boys & Girls Club Sidewalk Improvements	Capital	\$146,844	PROJECT COMPLETE - JUNE 2011				

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and any funds have reverted back to the Active Transportation Grant Program.

**TDA/TransNet BICYCLE PEDESTRIAN NEIGHBORHOOD SAFETY PROGRAM
QUARTERLY PROGRESS REPORT**

Qtr.	Reporting Period	Due Date
1	July 1 – Sept. 30	Oct. 15th
2	Oct. 1 – Dec. 31	Jan. 15th
3	Jan. 1 – March 31	April 15th
4	April 1 – June 30	July 15th

Project: Kelton Road - Pedestrian Improvements

Project Manager: Louis Schultz
City of San Diego
600 B St, San Diego, CA, 92101
619-533-4668

Contract #: 5001224
Invoice Date: January 31, 2013

Invoice #: 3

Invoice Period: (from) (to) Oct 1 – Dec 31, 2012

Description of Activity for Invoice Period

Task 1 Execute Grant Agreement

1. Work Accomplished this Invoice Period

Task Complete

2. Work Anticipated for Next Invoice Period

Task Complete

3. Challenges or Problems Experienced and Actions Toward Resolution

None

Task 2 Final Design

1. Work Accomplished this Invoice Period

Completed 100% Design

2. Work Anticipated for Next Invoice Period

3. Challenges or Problems Experienced and Actions Toward Resolution

Issues related to the use of lump sum bidding on signal components on recently completed projects. Additional pulled from lump sum and added to bid to address issues. The changes will result in reduced change order requests related to bid item overlap.

Task 3 Advertise, Award, Construction

1. Work Accomplished this Invoice Period

Contract advertised, begin award process

2. Work Anticipated for Next Invoice Period

Award contact and begin construction

3. Challenges or Problems Experienced and Actions Toward Resolution

The project has been delayed due to the project needing to be re-advertised after the original winning contractor was deemed ineligible due to contracting violations on an unassociated project. The project will be re-advertised and awarded to a new Contractor.

Summary of Progress

Task	Scheduled Start Date	Scheduled Completion Date	Completed This Invoice Period? (mark x)	Start Next Invoice Period? (mark x)	Complete Next Invoice Period? (mark x)	Anticipated Completion Date (if not as scheduled)*
Task 1	9/09	6/10	X			
Task 2	10/10	5/12	X			
Task 3	6/12	7/13				

Action/s requested to SANDAG (check appropriate box/es):

☐ No action requested

☐ Amendment to*:

☐ Scope of Work
Describe:

☐ Project Budget
Describe:

☒ Project Schedule

Describe: The project has been delayed due to the project needing to be re-advertised after the original winning contractor was deemed ineligible due to contracting violations on an unassociated project. A five month extension has been requested in order to re-advertise, award, and construct the project.

* For any amendment requested, please describe the amendment and provide justification as to why the amendment is needed. For Project Schedule amendment requests, explain previous efforts to maintain timely progress, reasons for the delays and why they were unavoidable, and demonstrate how the project will meet the proposed revised deadlines if the schedule amendment is approved.

Failure to check a box in the above section assumes there is no action requested. It is the Grantee's responsibility to ensure compliance with Use-It-or-Lose-It policy milestones and grant agreement terms and conditions. Amendment requests are subject to SANDAG's approval.

* Note that any changes from scheduled start and completion dates are subject to approval by SANDAG. Please refer to the Use-it-or-Lose it Policy in your grant agreement regarding milestones that fall behind schedule, and the actions required for schedule adjustments.



March 19, 2013

SANDAG Transportation Committee
 ATTN: Suchitra Mukherjee
 401 B Street, Suite 800
 San Diego, CA 92101-4231

RE: Request to Terminate SANDAG Agreement No. 5001210

On December 16, 2009, the San Diego Association of Governments (SANDAG) and the City of Vista (City) entered into a grant agreement for Right of Way Engineering on the Inland Rail Trail Phase IIIB project. At that time the City expected to proceed with the environmental documentation, design, right-of-way engineering and acquisition, and construction of the project using a combination of local, regional, and state funds.

During the project, the City and SANDAG identified unforeseen additional work required for federally-mandated environmental re-validation, preliminary engineering, final design, and construction. Because SANDAG identified the Inland Rail Trail as an early-action project in the Regional Bicycle Facilities Plan, SANDAG and the City agreed to have SANDAG take the lead on these tasks. At that time, the City requested a 15-month extension to the grant, which was approved by the SANDAG Transportation Committee

The City proceeded with preliminary work on easement acquisition on the NCTD railroad right of way and on a parcel adjacent to the Vista Village Transit station which is owned in-fee by SDG&E. However, that work could not be completed because the environmental documentation has not yet been re-validated. SANDAG is ready to release the environmental documentation in the next few months.

Although the City of Vista is still supportive of the Inland Rail Trail Project, and we support SANDAG completing the project expeditiously, we have again run out of time on the grant. Based on discussions with SANDAG staff, it may still be several years before SANDAG has sufficient funds programmed for the Inland Rail Trail to be built in Vista. Therefore Vista requests that the grant agreement for Right of Way Engineering on the Inland Rail Trail Phase IIIB project be terminated. If that is agreeable, the City will submit a final invoice and close the project. There will be approximately \$470,000 remaining in the grant that the City will relinquish to SANDAG when the project is closed.

SANDAG Transportation Committee
March 19, 2013
Page 2

The City will continue to work cooperatively with SANDAG on this project. The City looks forward to the day when the project is complete, and San Diego County residents region have an outstanding multi-use path adjacent to the Sprinter to facilitate non-motorized transportation.

Thank you for your support on this project.

Sincerely,



Timothy Shell, Principal Engineer
City of Vista

TransNet Smart Growth Incentive Program and Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program Use-It-or-Lose-It Requirements

1. *Project Milestone and Completion Deadlines*

1.1. This policy applies to all Smart Growth Incentive Program grant funds, whether from *TransNet* or another source. By signing a grant agreement for the Smart Growth Incentive Program, grant recipients agree to the following project delivery objectives.

1.1.1. Capital Grants. The project must be completed according to the schedule provided in the grant agreement, but at the latest, a construction contract must be awarded within *two years* following execution of the grant agreement, and construction must be completed within *eighteen months* following award of the construction contract.

1.1.2. Planning Grants. The project must be completed according to the schedule provided in the grant agreement, but at the latest, a consultant contract must be awarded within *one year* following execution of the grant agreement, and the planning project must be complete within *two years* following award of the consultant contract.

Failure to meet the above deadlines may result in revocation of all grant funds not already expended.

1.2. Grant funds made available as a result of this process may be awarded to the next project on the recommended project priority list from the most recent project selection process, or they may be added to the funds available for the next project funding cycle, at SANDAG's discretion. Any project that loses funding due to failure to meet the deadlines specified in this policy may be resubmitted to compete for funding in a future call for projects.

2. *Project Milestone and Completion Deadlines*

2.1. Grant recipients may receive extensions on their project schedules of up to one year for good cause. Extensions of up to twelve months aggregate that would not cause the project to miss a deadline in Sections 1.1.1 or 1.1.2 may be approved by the SANDAG Program Manager for the Smart Growth Incentive Program. Extensions beyond twelve months aggregate or that would cause the project to miss a deadline in Sections 1.1.1 or 1.1.2 must be approved by the Regional Planning Committee. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grant recipient must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested.

2.1.2. For extension requests that will cause one or more project milestones to be delayed more than six months, but less than twelve months aggregate, the grant recipient must request an extension in writing to the SANDAG Program Manager at least six weeks prior to the earliest project schedule milestone deadline for which an extension is being requested.

2.1.3. The project sponsor seeking the extension must document previous efforts undertaken to maintain the project schedule, the reasons for the delay, and why they were unavoidable, and demonstrate an ability to succeed in the extended time frame.

2.1.4. If the Program Manager denies an extension request under this Section 2, the project sponsor may appeal within ten business days of receiving the Program Manager's response to the Regional Planning Committee.

2.1.5. Extension requests that are rejected by the Regional Planning Committee will result in termination of the grant agreement and obligation by the project sponsor to return to SANDAG any unexpended funds. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Regional Planning Committee.

3. *Project Delays and Extensions of up to One Year*

3.1. Requests for extensions beyond one year or that will cause a project to miss a deadline in Sections 1.1.1 or 1.1.2 (including those projects that were already granted extensions by the SANDAG Program Manager and are again falling behind schedule) will be considered by the Regional Planning Committee. The Regional Planning Committee will only grant an extension under this Section 3 for extenuating conditions beyond the control of the project sponsor, defined as follows:

3.1.1. Capital Grants

- 3.1.1.1. Environmental. An extension may be granted when, during the environmental review process, the project sponsor discovers heretofore unknown sites (e.g., archeological, endangered species) that require additional investigation and mitigation efforts. The project sponsor must demonstrate that the discovery is new and unforeseen.
- 3.1.1.2. Right-of-Way. Extensions for delays necessary to complete right-of-way acquisition may be granted only when right-of-way needs are identified that could not have been foreseen at the time the grant agreement was signed.
- 3.1.1.3. Permitting. Delays associated with obtaining permits from external agencies may justify an extension when the project sponsor can demonstrate that every effort has been made to obtain the necessary permits and that the delay is wholly due to the permitting agency.
- 3.1.1.4. Construction Schedule. Extensions may be granted when unavoidable construction delays create a conflict with restrictions on construction during certain times of the year (for instance, to avoid nesting season for endangered species).

- 3.1.1.5. Litigation. Extensions may be granted when a lawsuit has been filed concerning the project being funded.

- 3.1.1.6. Other. Extensions may be granted due to changes in federal/state policies or laws that can be shown to directly affect the project schedule.

3.1.2. Planning Grants

- 3.1.2.1. Changed Circumstances. An extension may be granted for a planning project when circumstances not within the control of the grant recipient, such as an action by an outside agency, require a change in the scope of work for the project.

- 3.2. The grant recipient shall make its request directly to the Regional Planning Committee, providing a detailed justification for the requested extension, including a revised project schedule and work plan, at least six weeks prior to the earliest project schedule milestone deadline, or deadline in Sections 1.1.1 or 1.1.2, for which an extension is being requested.

- 3.3. Extension requests that are rejected by the Regional Planning Committee will result in termination of the grant agreement and obligation by the project sponsor to return to SANDAG any unexpended funds. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request.

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **6**

Action Requested: RECOMMEND

PROPOSED FY 2013 BUDGET AMENDMENT:
SAN LUIS REY TRANSIT CENTER CONSTRUCTION
CHANGE ORDER AND BUDGET TRANSFER

File Number CIP 1143500, 1143600

Introduction

SANDAG Board Policy No. 024: Procurement and Contracting - Construction requires that the Board of Directors approve sole source construction change orders in excess of 25 percent of the contract value. The San Luis Rey Transit Center (CIP 1143600) in Oceanside is currently under construction on behalf of the North County Transit District (NCTD). NCTD has requested that an additional building and facilities be added to provide security offices, monitoring and communications equipment, and a backup generator. Therefore, approval of a sole source construction change order in excess of the 25 percent limit is being requested to construct these improvements in order to minimize delay, disruption, and expense to the public of a separate bid and subsequent construction contract. Action also is requested to transfer an available balance of \$240,000 in Federal Transit Administration (FTA) American Recovery and Reinvestment Act of 2009 (ARRA) funds from the Trestle Bridge Replacement project to the San Luis Rey Transit Center project to fully utilize the region's remaining ARRA funds. NCTD requested the addition of the improvements and concurs with this fund transfer.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors: (1) approve a sole source construction change order to Construction Contract 5001829, San Luis Rey Transit Center (CIP 1143600), in excess of 25 percent of the contract value for extra work to complete the project at the lowest cost and with the least delay to the public, as permitted by SANDAG Board Policy No. 024; and (2) approve an amendment to the FY 2013 Program Budget to transfer \$240,000 from the Trestle Bridge Replacement project (CIP 1143500) to the San Luis Rey Transit Center project (CIP 1143600) as shown in Attachments 1 and 2.

Discussion

The San Luis Rey Transit Center Project was competitively bid to construct a new bus transit center in Oceanside on behalf NCTD. Southwest Construction was the successful low bidder for the project. The original bid included an additive alternative for a building to house ticket vending and private concessions. Prior to contract award, NCTD elected to eliminate the concessions building due to changes to NCTD operation policies. During the course of construction, NCTD and the City of Oceanside agreed on additional security monitoring upgrades at the new transit center, including a security office, a security surveillance system with cameras, recording and communication equipment, and a backup generator. The eliminated concession building would originally have housed some of this equipment. After determining that none of the other buildings on the project – a restroom

building and waiting shelters – were adequate for the security system, NCTD requested that SANDAG add the security system facilities into the project. Therefore, plans were developed to add a security monitoring building, the security system, and a backup generator in a separate enclosure.

Proposed Change Order(s)

The total amount to construct the additional building and facilities using the current construction contractor is estimated at \$900,000. The current contract value is \$1.65 million. Utilizing a sole source change order(s) to complete the addition of the security system, buildings, and generator would be an estimated 55 percent of the total current contract value. Section 3.3 of Board Policy No. 024: Procurement and Contracting – Construction provides as follows:

- Except in an emergency, or in the case of justifiable sole source procurement, a change order shall not be awarded without competitive bidding where the amount of such change order exceeds 25 percent of the price of the original or altered contract, or the change order is out of the original contract scope.

Section 3.4 of Board Policy No. 024 further provides, “All change orders that conflict or potentially conflict with Board-adopted policies shall be brought before the Board for decision.”

Staff proposes that the Board approve a sole source change order(s) to the current construction contract for the additional facilities at the San Luis Rey Transit Center. Awarding the work via the proposed change order is projected to provide the greatest advantage to SANDAG in its efforts to contract for the greatest public benefit for the following reasons:

- Duplication of administrative costs associated with a new procurement process (including advertisement, award, and approval) would be significant and would not likely be recovered in the difference between the negotiated change order(s) and a competitively bid price.
- The installation of the proposed security building and system would require demolition and re-work of transit center improvements completed by Southwest Construction in order to install conduit, foundations, and utilities needed to complete the additional work by a separate contract. The cost of this re-work would not be offset by the price of a competitive bid.
- A change order to the existing contract would provide for the uninterrupted logical construction of the security facilities coordinated with the bid work currently under construction. A separate contract would not be awarded in time to coordinate a logical work sequence.
- The project would have an earlier in-service date without the additional time required to prepare, advertise, award and complete a separate construction contract. A separate procurement would delay opening the facility to public use for a period that could exceed 6 months, creating additional administrative costs to transit operations.
- The project would incur additional site security costs, while another contractor is brought on board as vandalism is a problem at the project location.

Proposed Budget Transfer

The second requested action for the San Luis Rey Transit Center project is a budget transfer. In January 2013, the Board of Directors approved a budget amendment to move an initial \$1.15 million from the Trestles Bridge Replacement project to San Luis Rey Transit Center Project to fund the additional work discussed above. The Trestle Bridge Replacement project is complete and has a remaining balance of \$240,000 in FTA ARRA funds. These ARRA funds must be expended prior to fall 2013, and any balances remaining after that date will revert to the U.S. Treasury. Federal guidelines dictate that these funds can only be expended on a project already identified in the existing ARRA grant. As such, the additional funds can be used only for construction activities at the San Luis Rey Transit Center. Therefore, staff is recommending that the remaining funds from the Trestle Bridge Replacement project be transferred to the San Luis Rey Transit Center project in order to expend the remaining ARRA prior to the funding deadline. Table 1 below shows the proposed project budget change. The CIP budget worksheets for the two projects are included as Attachments 1 and 2.

Table 1
Summary of Budget Transfers

Project	Current Budget	Proposed Budget	Change
CIP 1143500: Trestles Bridge Replacement	\$6,850,000	\$6,610,000	-\$240,000
CIP 1143600: San Luis Rey Transit Center	\$3,850,000	\$4,090,000	+\$240,000

JIM LINTHICUM

Director of Mobility Management and Project Implementation

Attachments: 1. Proposed Budget Amendment for CIP 1143500, Trestle Bridge Replacement
2. Proposed Budget Amendment for CIP 1143600, San Luis Rey Transit Center

Key Staff Contact: Tim DeWitt, (619) 699-1935, tim.dewitte@sandag.org

Project Number: 1143500 (V09)	Project Manager: Ramon Ruelas
Project Name: Trestle Bridge Replacement (Bridge 207.6)	Phone Number: (619) 699-6904

PROJECT DESCRIPTION	SITE LOCATION										
<p>This project will replace the north segment of railroad bridge 207.6. The replacement bridge will be constructed in the same location as the existing bridge with a new concrete structure. Bridge 207.6 is comprised of three segments: the south and north segments are timber pile trestles with lengths of 100 ft and 558 ft, respectively, and the middle 200-ft concrete segment, for a total bridge length of 858 ft. The bridge was originally constructed in 1941 as an 858-ft timber pile trestle/bridge. During the 1998 El Nino storms, the center portion of the bridge was heavily damaged, resulting in emergency replacement of a 200-ft section with a concrete structure.</p>											
PROJECT JUSTIFICATION											
<p>This bridge is located on the Los Angeles - San Diego (LOSSAN) rail corridor, the second busiest intercity rail corridor in the nation, just south of the Orange County line. This bridge requires frequent maintenance because of its age, deterioration due to the marine environment, two bridge fires set by the public from the adjacent beach, and passage of fast and frequent trains, which accelerates wear and tear on key bridge components. An inspection by J.L. Patterson in 2007 cited numerous problems with bridges along the coastal right-of-way. The inspection identified that bridge 207.6 is in critical need of repair and replacement within two years. This replacement project will ensure continued safe and reliable rail service for Amtrak, Burlington Northern Santa Fe (BNSF), and Metrolink trains.</p>											
PROGRESS TO DATE	MAJOR MILESTONES										
Construction completed August 2012. This project is in the close out phase.	<table> <tr> <th>MILESTONE</th><th>FINISH DATE</th></tr> <tr> <td>Design</td><td>Jun-09</td></tr> <tr> <td>Construction</td><td>Nov-12</td></tr> <tr> <td>Re-vegetation Period</td><td>May-17</td></tr> <tr> <td>Close Out</td><td>Aug-13</td></tr> </table>	MILESTONE	FINISH DATE	Design	Jun-09	Construction	Nov-12	Re-vegetation Period	May-17	Close Out	Aug-13
MILESTONE	FINISH DATE										
Design	Jun-09										
Construction	Nov-12										
Re-vegetation Period	May-17										
Close Out	Aug-13										

EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 13	FY 14	FY 15	FY 16	FY 17	FUTURE YEARS	TOTAL
Administration	\$414	\$16	\$10	\$20	\$4	\$0	\$0	\$450
Miscellaneous Equipment	1	0	0	0	0	0	0	\$1
Engineering & Design	219	16	11	0	0	0	0	\$235
Construction Management	804	0	0	0	0	0	0	\$804
Professional Services	0	20	0	0	0	0	0	\$20
Construction	5,142	58	5	0	0	0	0	\$5,200
Environmental	0	0	0	0	0	0	0	\$0
Project Contingency	0	40	0	100	0	0	0	\$140
Total	\$6,580	\$150	\$26	\$120	\$4	\$0	\$0	\$6,850

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 13	FY 14	FY 15	FY 16	FY 17	FUTURE YEARS	TOTAL
FEDERAL:								
FTA ARRA - 5307	\$6,580	\$130	\$26	\$120	\$4	\$0	\$0	\$6,850
TOTAL:	\$6,580	\$130	\$26	\$120	\$4	\$0	\$0	\$6,850

Project Number: 1143600	Project Manager: Tim DeWitt
Project Name: San Luis Rey Transit Center	Phone Number: (619) 699-1935

PROJECT DESCRIPTION	SITE LOCATION										
This project will provide for the construction of the San Luis Rey Transit Center, a 12-bay transit center anchoring a mixed-use residential and retail development in suburban North County.											
PROJECT JUSTIFICATION											
Located approximately 30 minutes from both the Oceanside and Vista transit centers, the new transit center will provide timed connections for local and regional bus services. This is a growing area of North County and an area in which demand for enhanced transit services is increasing. The interim station has grown to become the eighth busiest in the North County Transit District (NCTD) service area. The new transit center will provide connections to Camp Pendleton and SPRINTER rail service as well as provide local service within northeast Oceanside.											
PROGRESS TO DATE	MAJOR MILESTONES										
Land acquisition is complete. Public improvements and site improvements are in process. Final design is complete. Construction commenced in March 2012.	<table> <tr> <th>MILESTONE</th><th>FINISH DATE</th></tr> <tr> <td>Right-of-Way Acquisition</td><td>Sep-07</td></tr> <tr> <td>Design (NCTD)</td><td>Aug-11</td></tr> <tr> <td>Construction (SANDAG)</td><td>Aug-13</td></tr> <tr> <td>Close Out</td><td>Jan-14</td></tr> </table>	MILESTONE	FINISH DATE	Right-of-Way Acquisition	Sep-07	Design (NCTD)	Aug-11	Construction (SANDAG)	Aug-13	Close Out	Jan-14
MILESTONE	FINISH DATE										
Right-of-Way Acquisition	Sep-07										
Design (NCTD)	Aug-11										
Construction (SANDAG)	Aug-13										
Close Out	Jan-14										

EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 13	FY 14	FY 15	FY 16	FY 17	FUTURE YEARS	TOTAL
Administration	\$113	<u>\$120</u>	\$50	\$0	\$0	\$0	\$0	\$283 \$283
Miscellaneous Equipment	0	0	0	0	0	0	0	\$0 \$0
Engineering & Design	37	<u>413</u>	0	0	0	0	0	\$450 \$450
Construction Management	70	<u>329</u>	0	0	0	0	0	\$399 \$399
Professional Services	0	1	0	0	0	0	0	\$1 \$1
Construction	329	1,987 <u>2,227</u>	<u>301</u>	0	0	0	0	\$2,617 \$2,857
Environmental	0	0	0	0	0	0	0	\$0 \$0
Project Contingency	0	100	0	0	0	0	0	\$100 \$100
Total	\$549	\$1,987 \$3,190	\$0 \$351	\$0	\$0	\$0	\$0	\$3,850 \$4,090

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 13	FY 14	FY 15	FY 16	FY 17	FUTURE YEARS	TOTAL
FEDERAL:								
FTA ARRA - 5307	\$549	\$2,101 <u>\$2,341</u>	\$0	\$0	\$0	\$0	\$0	\$2,650 \$2,890
FTA Section 5309 - Earmark	0	<u>358</u>	<u>0</u>	0	0	0	0	\$358 \$358
								\$0 \$0
LOCAL:								
Local Transportation Funds	0	<u>89</u>	<u>0</u>	0	0	0	0	\$89 \$89
NCTD	0	<u>402</u>	<u>351</u>	0	0	0	0	\$0 \$753
TOTAL:	\$549	\$2,101 \$3,190	<u>\$351</u>	\$0	\$0	\$0	\$0	\$3,097 \$4,090

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **7**

Action Requested: RECOMMEND

DRAFT FY 2014 CAPITAL BUDGET CHANGES

File Number 1200100

Introduction

The Capital Budget of the annual SANDAG Program Budget includes those capital projects that SANDAG is responsible to implement or oversee for the San Diego region. The Capital Budget contains three main categories: TransNet Early Action Program (EAP), Regional Bikeway Program, and the Major/Minor Capital Program. The report discusses recommended changes to individual capital project budgets for these three programs.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve the FY 2014 Capital Budget changes described in this report as part of the final FY 2014 Program Budget.

The TransNet EAP budget includes funding for mobility improvements on 11 of the region's transportation corridors as defined by the TransNet Extension Ordinance and Expenditure Plan. SANDAG partners with Caltrans, Metropolitan Transit System (MTS), and North County Transit District (NCTD) on the development and implementation of these projects. The TransNet EAP budget is based on the 2012 TransNet Plan of Finance approved by the Board of Directors on November 16, 2012. Changes to certain EAP project budgets are recommended since last year's approval of the 2012 Plan of Finance.

In April 2011, the Board of Directors approved the San Diego Regional Bike Plan. Pursuant to the Board's action, SANDAG is the lead developing agency for the Regional Bikeway Program, which includes on-street and off-street bikeway improvement projects throughout the San Diego region. Budget changes to several regional bikeway projects are recommended for approval.

On April 10, 2013, the TransNet Independent Taxpayer Oversight Committee (ITOC) reviewed the proposed TransNet EAP budget changes as well as the proposed budget changes to various regional bikeway projects funded by TransNet and had no comments.

The Major/Minor Capital Program includes regionally significant investments in the region's transportation network and other quality of life infrastructure. Major/Minor Capital Program projects are not included in the TransNet Extension and Ordinance Plan. The bulk of the Major/Minor Capital Program budget changes were approved by the Board of Directors on March 22, 2013, as part of the FY 2014 Regional Transit Capital Improvement Program (CIP) comprising the capital projects SANDAG develops on behalf of MTS and NCTD. These previously approved projects are not discussed in this report.

Discussion

The Draft FY 2014 Capital Budget changes are shown in Attachment 1. Budget increases and decreases are categorized as project savings, new funds, new phases of work, closed out projects, transfers, cost increases, project splits, and cancelled projects. For projects with budget increases or decreases, the corresponding funding type change also is shown. The last column of Attachment 1 shows the current funded-through phase for each project. There are multiple phases of development for transportation improvement projects, including preliminary engineering, environmental documentation, design, and construction. While some projects are funded through construction, others are only partially funded as important project scope questions must often be answered during the initial project phases before an appropriate construction budget and schedule can be established and full funding can be identified.

TransNet Early Action Program

The draft budget would decrease the TransNet EAP budget from \$7.196 billion to \$7.091 billion, for a total reduction of \$104.9 million as shown on line 102 of Attachment 1. This decrease is largely due to savings on projects like the Interstate 15 (I-15) Express Lanes (1201501, 1201503, 1201506), Orange and Blue Line Trolley Corridor (1210010-1210080), South Line Rail Freight Capacity (1300602), and the cancellation of the I-805 Bus on Shoulders (1280507) project. Much of the project savings and budget reductions on these projects are local, state, and federal funds not administered by SANDAG. An example of this type of funding would be the California Proposition 1B Corridor Mobility Improvement Account (CMIA) funds originally programmed for the I-15 corridor improvements. These funds are required to be returned to the California Transportation Commission (CTC) for reprogramming at its discretion. Other fund sources like TransNet or SANDAG-administered state and federal formula funds would be available for reprogramming by SANDAG.

Consistent with previous direction from the Board of Directors, savings are recommended either to be reprogrammed on existing TransNet EAP projects with near-term funding needs or allocated to preliminary engineering and environmental review phases in the EAP corridors to develop future shovel-ready projects that could capitalize on new funding opportunities. Projects recommended to receive the majority of the savings include: full funding for the construction of the I-15 Mid-City Center-Line Stations (1201507) project; partial funding for the San Diego River Bridge (1239815) project; full funding for the design of the I-805 HOV Lanes: SR 94 to SR 15 (1280514) project; funding to cover cost increases on the construction of the I-805 Carroll Canyon Interchange (1280505) project; and additional funding for the development of environmental documents for SR 94 Express Lanes: I-805 to Downtown (1280508) project the SR 94/SR 125 South to East Connector (1212501) project.

Changes to the TransNet EAP project budgets are grouped and summarized as follows:

New Phases of Work/New Funds

- A total of \$144,000 of local funds from the City of San Diego and \$1.069 million of state funds are being added to the I-15 Express Lanes – Middle Segment (1201502) project. These funds are for local street work requested by the City of San Diego and for operational improvements implemented by Caltrans.

- A total of \$502,000 of Federal Emergency Management Agency funding is being added to the I-15 Bus Rapid Transit Stations (1201505) project for storm damage during construction.
- A total of \$23.369 million of TransNet funding is being added to the I-15 Mid-City Centerline Stations (1201507) project, bringing the budget total to \$45 million. The new funding will cover the construction cost of this project.
- A total of \$233,000 of local funds from the City of Santee is being added to the State Route 52 (SR 52) Extension (1205203) project. These funds are for local interchange work requested by the City of Santee.
- A total of \$1.6 million of state funding is being added to the SR 94/SR 125 South to East Connector (1212501) project for right-of-way acquisition activities.
- A total of \$72,000 of TransNet funding is being added to the COASTER Preliminary Engineering (1239814) budget for the preparation of feasibility studies to better define future additional COASTER improvement projects.
- A total of \$48,000 of local funding from the City of Oceanside is being added to the COASTER Oceanside Station Pass-Through Track (1239803) project. These funds are for safety improvements at the Wisconsin Avenue crossing requested by the City of Oceanside.
- A total of \$6.392 million of TransNet funding is being added to the COASTER: San Diego River Crossing (1239815) project, bringing the budget total to \$9.392 million. The new funding partially covers the construction cost. The total project cost is estimated at \$70 million.
- A total of \$100,000 in funds from the City of San Diego is being added to the SR 905 (1390501) project for sidewalk construction. A total of \$2.067 million of state funds is being added for the handling of unforeseen construction conditions, including unanticipated utility work (outages and shutdowns) that need to be performed outside of normal working hours to limit the impact to the surrounding public.

Project Splits

The I-805 South project scope includes the environmental document for four Managed Lanes between Palomar Street and SR 15 and the construction of two HOV lanes between Palomar Street and SR 94. Bids came in low for the construction work resulting in an estimated \$12.77 million savings. The environmental documents for the I-805 South and I-805 North projects have been completed and a \$360,000 savings has been realized. Staff recommends that the \$13.13 million savings be split off and used to complete the design of two HOV lanes between SR 94 and SR 15, including the HOV lane connectors between I-805 and SR 15. The total cost of the I-805 South HOV Lanes: SR 94 to SR 15 (1280514) project is estimated to be more than \$200 million.

Cost Increases

- An increase of \$4.087 million of TransNet funding is proposed for the I-805 Carroll Canyon Interchange (1280505) project, bringing the new project total to \$90.830 million. This project is currently in construction. Additional power lines needed to be relocated at a cost of \$1.4 million. Unsuitable material was found during construction requiring the redesign of a retaining

wall at a cost of \$1.5 million. A bus bypass lane was added to the southbound I-805 on-ramp from Mira Mesa Boulevard at a cost of \$1.0 million. The Carroll Canyon Road bridge had to be redesigned to accommodate the I-805 HOV Lanes: SR 52 to Carroll Canyon (1280511) project at a cost of \$187,000.

- An increase of \$6.6 million of TransNet funding is proposed for the SR 94 Express Lanes: I-805 to Downtown (1280508) project. This project is funded through the Final Environmental Document phase, which was originally anticipated to cost \$16 million to complete. The level of alternatives analysis required for this project exceeds original estimates. This is an extremely complicated project in a heavily urbanized area. This stretch of SR 94 is old and outdated requiring extensive reconstruction of bridges and interchanges to bring the freeway up to modern standards. The reconstruction will result in community impacts requiring extensive technical analysis. The new estimate to complete the environmental document for this project is \$22.6 million.
- An increase of \$1.5 million of TransNet funding is proposed for the SR 94/SR 125 South to East Connector (1212501) project. This project is funded through the Final Environmental Document phase, which was originally anticipated to cost \$6.1 million to complete the environmental document for this project. During alternatives analysis, it was determined that the original design option was not feasible. The revised estimate includes the costs of additional studies related to the new design options. The new estimate to complete the environmental document is \$7.6 million. The total budget for the project is \$10.654 million

Cancelled Project

A total of \$22.5 million was budgeted for the I-805 Bus on Shoulders (1280507) research project. The manufacturer of the bus guidance technology required for the project is no longer interested in proceeding. The project cannot be implemented without the manufacturer of the guidance technology. The expected final expenditures related to the project total \$1.105 million. These funds were spent working with the manufacturer and with Caltrans to develop the project strategy and plans for accommodating express buses with lane-keeping technology in the median shoulder of I-805. Of the \$22.5 million budget, \$18 million was in the form of a federal demonstration project grant matched with \$4.5 million of TransNet funds. Of the \$1.105 million in project expenditures, 80 percent of the total project expenditures are eligible for federal reimbursement. Staff is working with the US Department of Transportation (USDOT) to return or repurpose the remaining grant funds. If USDOT is agreeable to repurposing the funds, staff will return to the Transportation Committee with a recommended new scope and budget.

Project Savings

As construction winds down and a project is closed out, cost savings are sometimes realized. Early in the project development process, project contingencies are established to account for unanticipated construction conditions, contractor claims, right-of-way settlements above appraised value, and other unforeseen events. As a project nears final close out and all expenditures are accounted for, contingency funds can be released and put to use on other projects. Not all of the project savings are available to SANDAG for reprogramming. Much of the local, state, and federal funds saved are administered by other agencies and reprogramming those funds is at their discretion.

- A total of \$35 million was budgeted to complete the pre-preliminary engineering work for the Mid-Coast Light Rail Transit (LRT) (1041501) project. The expected final cost of this work is \$32.345 million resulting in a savings of \$2.655 million. The nearly \$2.7 million in TransNet savings remain with the region and are proposed to cover proposed budget increases outlined in this report.
- A total of \$71.759 million was budgeted for the I-5 Lomas Santa Fe Interchange and HOV Lane Extension (1200502) project. The expected final cost of this project is \$70.572 million resulting in a savings of \$1.187 million. These TransNet savings are proposed to cover proposed budget increases outlined in this report.
- A total of \$363.654 million was budgeted for the I-15 Express Lanes – South Segment (1201501) project. The expected final cost of this project is \$350.761 million resulting in a \$12.893 million savings. Nearly \$6.9 million in state Proposition 1B CMIA funds are required to be returned to the state, with \$6 million of the remaining proposed to cover proposed budget increases outlined in this report, including the I-15 Mid-City Centerline Stations project.
- A total of \$208.083 million was budgeted for the I-15 Express Lanes – North Segment (1201503) project. The expected final cost of this project is \$200.083 million resulting in an \$8 million savings. These TransNet savings are proposed to cover additional programming for the I-15 Mid-City Centerline Stations.
- A total of \$84.702 million was budgeted for the I-15 Mira Mesa Direct Access Ramp and Transit Station (1201506) project. The expected final cost of this project is \$70.304 million resulting in a \$14.398 million savings. All of these Proposition 1B CMIA state funds are required to be returned to the state.
- A total of \$33.042 million was budgeted for the SR 78 Nordahl Road Interchange (1201510) project. The expected final cost of this project is \$25.982 million resulting in a \$7.060 million savings. The \$3 million in TransNet savings are proposed to cover proposed budget increases outlined in this report. The \$4 million in state funds are required to be returned to the state.
- A total of \$22 million was budgeted for the I-15 Sabre Springs Parking Structure (1201512) project. The expected final cost of this project is \$17 million resulting in a \$5 million savings. The \$5 million in TransNet savings are proposed to cover proposed budget increases outlined in this report.
- A total of \$41.745 million was budgeted for the SR 52 Widening (1205202) project. The expected final cost of this project is \$36.303 million resulting in a \$5.442 million savings. The \$5.4 million in TransNet savings are proposed to cover proposed budget increases outlined in this report.
- A total of \$583.27 million was budgeted for the Orange and Blue Line – Trolley Renewal (1210010-1210080) projects. The expected final cost of this project is \$568.51 million resulting in a \$14.76 million savings. These savings are attributable to a contribution by MTS and therefore they would be returned to MTS for reprogramming at its discretion.

- A total of \$20.2 million was budgeted for the COASTER: Carlsbad Double Track (1239804) project. The expected final cost of this project is \$20.128 million resulting in a \$72,000 savings. The \$72,000 in TransNet savings are proposed to cover proposed budget increases outlined in this report.

A total of \$37.7 million was budgeted for the COASTER Sorrento Valley Double Track (1239807) project. The scope of the necessary improvements has been reduced, resulting in a \$4.0 million savings. The expected final cost is \$33.7 million. This project also includes a proposed re-programming of approximately \$13.8 million in state Proposition 1B funds to replace TransNet and federal funds currently programmed on the project. A total of \$10.5 million is proposed to fund other anticipated near-term EAP costs associated with the LOSSAN corridor, and the net \$6.4 million in TransNet savings are proposed to cover proposed budget increases outlined in this report.

- A total of \$39.626 million was budgeted for the environmental documents for the I-805 North and South Managed Lanes (1280501 and 1280503) projects. The expected final cost of these projects is \$39.266 million, resulting in a \$360,000 savings. These TransNet savings are proposed to cover proposed budget increases outlined in this report.
- A total of \$107.030 million was budgeted for the South Line Rail Freight Capacity (1300602) project. The expected final cost of this project is \$51.191 million, resulting in a \$55.839 million savings. The CTC required a reduction in the program of approximately \$36 million to comply with financial constraint conditions set when the Proposition 1B Trade Corridors Improvement Fund (TCIF) was adopted by the CTC. Fortunately for the San Diego region, changes to the design of this project and stable material costs allowed the San Diego region to reduce the budget needed to complete the project by \$55 million, thus allowing a re-programming of state TCIF funds to the Sorrento Valley Double Track project (1239807).

Consistent with previous direction from the Board of Directors, savings are recommended to be reprogrammed on existing TransNet EAP projects with near-term funding needs, including projects such as the I-15 Mid-City Centerline Stations project that is completing the design work and will be ready to advertise within about a year. Also, savings are proposed to be allocated to create a group of shovel-ready projects that can capitalize on new funding opportunities.

The total TransNet EAP savings available for reprogramming by SANDAG is \$42.0 million. It is proposed to use \$12.2 million of the savings to cover the cost increases outlined above in the Cost Increases subsection. It is proposed to use \$23.4 million of the savings to fully fund the construction of the I-15 Mid-City Center-Line (1201507) project and use the remaining \$6.4 million of savings to partially fund the construction of the COASTER: San Diego River Bridge (1239815) project as outlined above in the New Phases of Work subsection.

Regional Bikeway Program

The Regional Bikeway Program is funded by a variety of sources, including TransNet Bicycle, Pedestrian and Neighborhood Safety Program funds, Transportation Development Act funds, and other state and federal funds. Historically the Regional Bikeway Program has been developed on a pay-as-you-go basis, with new funding added each fiscal year. Staff is currently evaluating the feasibility of accelerating certain Regional Bikeway projects and is preparing a separate plan of finance for the Regional Bikeway Program, which should be ready for release later this calendar year.

Projects currently within the Regional Bikeway Program as shown in Attachment 1 have been previously approved for development by the Board of Directors either as part of the Board's April 2011 action on the Regional Bike Plan or through previous Board actions to program and budget federal Transportation Enhancements funding for regional bikeway projects. The proposed budget changes will be needed to continue the development of these projects. Funding for these budget changes would come from the TransNet Bicycle, Pedestrian and Neighborhood Safety Program. Proposed budget changes to Regional Bikeway Program projects are as follows:

- A total of \$540,000 is proposed to be added to the Bayshore Bikeway Segment 8B (1129900) project for the preparation of final design plans. This would bring the budget total to \$991,000. The total estimated cost of this project is \$3.2 million.
- The cost to modify the traffic signals and railroad crossing signals for the Bayshore Bikeway Segments 4&5 (1143700) are expected to be considerably more expensive than originally estimated. An additional \$1.503 million would be needed, bringing the project budget total to \$5.35 million.
- Unanticipated expansive soils were encountered during the construction of the Bayshore Bikeway Segments 7&8A (1144300) project. An additional \$100,000 would be needed for post-construction pavement monitoring and repair, bringing the project budget total to \$2.253 million.
- A \$400,000 budget increase is proposed for the Sweetwater Bikeway: Plaza Bonita (1144500) project, bringing the total budget to \$1.946 million. This budget increase would allow for a new MTS bus pad, additional project landscaping, and additional traffic signal modification work.
- A total of \$2.350 million is proposed to be added to the Inland Rail Trail (1223023) project for the preparation of final design plans. This would bring the budget total to \$3.947 million. The total estimated cost for this project is more than \$30 million.
- Construction bids for the Coastal Rail Trail 2B (1223024) project came in higher than expected. A \$200,000 budget increase is recommended for this project to allow for implementation of the full scope of the project. Without the budget increase, landscaping and lighting would have to be removed from the project. The budget increase would bring the budget total to \$2.048 million.

Major/Minor Capital Program

The Major/Minor Capital Program projects are funded by a variety of local, state, and federal funds and are not part of the TransNet program. The majority of the Major/Minor Capital program budget was approved by the Board of Directors on March 22, 2013, as part of the FY 2014 Regional Transit Capital Improvement Program (CIP) comprising the capital projects SANDAG develops on behalf of MTS and NCTD. Proposed budget changes to Major/Minor Capital Program projects that have occurred since then are as follows:

- A total of \$987,000 of local funds from NCTD is proposed to be used to design the Sorrento Valley Platform Extension (1145200) project. The project will lengthen the Sorrento Valley COASTER station platform to increase the carrying capacity of the platform for COASTER riders. The total estimated cost of the project is \$3.2 million.

- A total of \$109.2 million of state and federal funds are proposed to be added to the SR 11 and Otay Mesa East Port of Entry (1201101) project. These funds would provide for the construction of SR 11 between SR 125 and Enrico Fermi Drive and the design of SR 11 between Enrico Fermi Drive and the new Port of Entry (POE) including the design of the POE facility.
- The Port Access: Civic Center Drive (1300703) project and Port Access: Bay Marina Drive (1300704) project are being combined into one project. Both projects would be built with one construction contract. A total of \$5.759 million was originally budgeted for the project(s). The expected final cost is \$5.055 million, resulting in a \$704,000 savings. A total of \$29,000 of the savings is proposed to be transferred to the Port Access: Cesar Chavez Parkway (1300701) project to cover design cost increases for that project.
- A total of \$222,000 of local funds administered by SANDAG is proposed to be added to the Financial System Upgrade (1130100 and 1130101) projects. The project will update and enhance the SANDAG financial management system. The new funding will provide enhanced financial reporting capability. The proposed increase would bring the project budget total to \$779,000.
- A total of \$348,000 of local funds from MTS is proposed to be used to implement the Wheel Truing Machine (1130700) project. The project will install a new wheel truing machine at the downtown trolley maintenance facility.

Next Steps

The Transportation Committee recommendation on the Draft FY 2014 Capital Budget is scheduled to be presented to the Board of Directors on May 24, 2013, as part of the FY 2014 Program Budget. Pending Board approval of the FY 2014 Program Budget, the Capital Budget changes would be effective July 1, 2013.

JIM LINTHICUM

Director Mobility Management and Project Implementation

Attachment: 1. Draft FY 2014 Capital Budget Changes

Key Staff Contact: Richard Chavez, (619) 699-6989, richard.chavez@sandag.org

Draft FY 2014 Capital Budget (in \$1,000s)

	A	B	C	D	E	F	G	H	I	J	K
1	Project No.	Project Name	Approved	Proposed	Increase	Type of Budget Change	TransNet	Other Local	State	Federal	Funded Through
2											
3	Mid-Coast Corridor										
4	1041501	MidCoast - Pre-PE*	\$35,000	\$32,345	(\$2,655)	Savings	(\$2,655)				Pre-PE
5	1041502	SuperLoop	\$36,349	\$36,349	\$0						CON
6	1257001	MidCoast - Post-PE	\$1,704,000	\$1,704,000	\$0						CON
7			\$1,775,349	\$1,772,694	(\$2,655)		(\$2,655)	\$0	\$0	\$0	
8											
9	1200100	TransNet Project Office	\$36,899	\$36,899	\$0		\$0	\$0	\$0	\$0	
10											
11	Environmental Mitigation Program										
12	1200200	Project Biological Mitigation Fund	\$428,000	\$428,000	\$0						
13	1200300	Regional Habitat Conservation Fund	\$44,519	\$44,519	\$0						
14			\$472,519	\$472,519	\$0		\$0	\$0	\$0	\$0	
15											
16	I-5 Corridor										
17	1200501	I-5 North Coast: 4 Express Lanes	\$72,695	\$72,695	\$0						FED
18	1200502	I-5 2HOV/ Lomas Santa Fe Interchange	\$71,759	\$70,572	(\$1,187)	Savings	(\$1,187)				CON
19	1200503	I-5/SR 56 Interchange Project	\$17,872	\$17,872	\$0						FED
20	1200504	I-5 North Coast 2HOV	\$493,061	\$493,061	\$0						CON
21	1200505	I-5/I-8 West to North Improvements	\$23,905	\$23,905	\$0						CON
22	1200506	I-5 Genesee Interchange Widening	\$93,129	\$93,129	\$0						CON
23			\$772,421	\$771,234	(\$1,187)		(\$1,187)	\$0	\$0	\$0	
24											
25	I-15 Corridor										
26	1201501	I-15 Express Lanes South Segment	\$363,654	\$350,761	(\$12,893)	Savings	(\$6,000)		(\$6,893)		CON
27	1201502	I-15 Express Lanes Middle Segment	\$477,069	\$478,282	\$1,213	New funds		\$144	\$1,069		CON
28	1201503	I-15 Express Lanes North Segment	\$208,083	\$200,083	(\$8,000)	Savings	(\$8,000)				CON
29	1201504	I-15 FasTrak	\$26,466	\$26,466	\$0						CON
30	1201505	I-15 BRT stations	\$53,670	\$54,172	\$502	New Funds				\$502	CON
31	1201506	I-15 Mira Mesa DAR and Transit Station	\$84,702	\$70,304	(\$14,398)	Savings			(\$14,398)		CON
32	1201507	I-15 Mid-City Center-Line Stations	\$21,631	\$45,000	\$23,369	New Phase	\$23,369				CON
33	1201508	I-15 BRT	\$34,608	\$34,608	\$0						CON
34	1201509	Downtown BRT Stations	\$23,154	\$23,154	\$0						CON
35	1201510	SR 78 Nordahl Road Interchange	\$33,042	\$25,982	(\$7,060)	Savings	(\$3,000)		(\$4,060)		CON
36	1201511	Mira Mesa Blvd Queue Jumpers	\$14,000	\$14,000	\$0						CON
37	1201512	I-15 Sabre Springs Parking Structure	\$22,000	\$17,000	(\$5,000)	Savings	(\$5,000)				CON
38	1201513	BRT Maintenance Facility	\$60,534	\$60,534	\$0						CON
39	1201514	BRT Layover Facility	\$16,000	\$16,000	\$0						CON
40			\$1,438,613	\$1,416,346	(\$22,267)		\$1,369	\$144	(\$24,282)	\$502	
41											

Draft FY 2014 Capital Budget (in \$1,000s)

	A	B	C	D	E	F	G	H	I	J	K
1	Project No.	Project Name	Approved	Proposed	Increase	Type of Budget Change	TransNet	Other Local	State	Federal	Funded Through
2											
42	SR 52/SR 76/SR 78 Corridors										
43	1205202	SR 52 Widening: I-15 to Mast Blvd*	\$41,745	\$36,303	(\$5,442)	Closed Out	(\$5,442)				CON
44	1205203	SR 52 Extension	\$489,036	\$489,269	\$233	New Funds		\$233			CON
45	1207602	SR 76 Middle	\$171,359	\$171,359	\$0						CON
46	1207606	SR 76 East	\$201,549	\$201,549	\$0						CON
47	1207801	SR 78 Corridor	\$2,000	\$2,000	\$0						PE
48	1207802	I-15/ SR 78 HOV Connectors	\$500	\$500	\$0						PE
49			\$906,189	\$900,980	(\$5,209)		(\$5,442)	\$233	\$0	\$0	
50											
51	Orange-Blue Line Corridor										
52	1210010	Project Management	\$23,582	\$20,390	(\$3,192)	Savings/Transfer		(\$2,480)			PE
53	1210020	Blue Line Crossovers and Signals	\$41,569	\$41,569	\$0						CON
54	1210030	Blue Line Station Rehab	\$146,208	\$133,928	(\$12,280)	Savings		(\$12,280)			CON
55	1210040	Traction Power Substations	\$29,719	\$29,000	(\$719)	Transfer					CON
56	1210050	Communications System	\$6,077	\$5,477	(\$600)	Transfer					CON
57	1210060	Blue Line Substation Roofs*	\$3	\$3	\$0	Closed Out					PE
58	1210070	Station Platforms	\$66,469	\$68,500	\$2,031	Transfer					CON
59	1210080	Low Floor Vehicles	\$269,643	\$269,643	\$0						CON
60			\$583,270	\$568,510	(\$14,760)		\$0	(\$14,760)	\$0	\$0	
61											
62	1212501	SR 94/ SR 125 South to East Connector	\$7,554	\$10,654	\$3,100	Increase / New Phase	\$1,500	\$0	\$1,600	\$0	FED
63	1240001	Mid-City Rapid Bus	\$44,526	\$44,526	\$0		\$0	\$0	\$0	\$0	CON
64											
65	COASTER Corridor										
66	1239801	Sorrento to Miramar Phase 1	\$44,000	\$44,000	\$0						CON
67	1239803	Oceanside Station Pass-Through Track	\$19,520	\$19,568	\$48	New Funds		\$48			CON
68	1239804	Carlsbad Double Track*	\$20,200	\$20,128	(\$72)	Closed Out	(\$72)				CON
69	1239805	Poinsettia Station Improvements	\$13,000	\$13,000	\$0						CON
70	1239806	San Elijo Lagoon Double Track	\$76,700	\$76,700	\$0						CON
71	1239807	Sorrento Valley Double Track	\$37,700	\$33,700	(\$4,000)	Savings	(\$6,385)	(\$900)	\$13,782	(\$10,497)	CON
72	1239808	Tecolote to Washington Crossovers	\$10,950	\$10,950	\$0						CON
73	1239809	East Brook to Shell Double Track	\$6,920	\$6,920	\$0						RTA
74	1239810	Carlsbad Village Double Track	\$5,980	\$5,980	\$0						RTA
75	1239811	Elvira to Morena Double Track	\$78,720	\$78,720	\$0						CON
76	1239812	Sorrento to Miramar Phase 2	\$11,000	\$11,000	\$0						FED
77	1239813	San Dieguito Double Track and Platform	\$9,470	\$9,470	\$0						FED
78	1239814	COASTER Preliminary Engineering	\$1,000	\$1,072	\$72	New Phase	\$72				PE
79	1239815	San Diego River Bridge	\$3,000	\$9,392	\$6,392		\$6,392				PE
80	1239816	Batiquitos Lagoon Double Track	\$3,000	\$3,000	\$0						PE
81			\$341,160	\$343,600	\$2,440		\$7	(\$852)	\$13,782	(\$10,497)	
82											

Draft FY 2014 Capital Budget (in \$1,000s)

	A	B	C	D	E	F	G	H	I	J	K
1	Project No.	Project Name	Approved	Proposed	Increase	Type of Budget Change	TransNet	Other Local	State	Federal	Funded Through
2											
83	I-805 Corridor										
84	1280501	I-805 South Managed Lanes*	\$27,702	\$27,657	(\$45)	Closed Out	(\$45)				FED
85	1280503	I-805 North Managed Lanes*	\$11,924	\$11,609	(\$315)	Closed Out	(\$315)				FED
86	1280504	South Bay BRT: Otay Mesa to Downtown	\$99,908	\$99,908	\$0						CON
87	1280505	I-805 HOV Lanes: Carroll Canyon to Sorrento	\$86,743	\$90,830	\$4,087	Cost Increase	\$4,087				CON
88	1280507	I-805 Bus on Shoulders*	\$22,500	\$1,105	(\$21,395)	Cancelled	(\$4,279)			(\$17,116)	CON
89	1280508	SR 94 HOV Lanes: I-805 to Downtown	\$16,000	\$22,600	\$6,600	Cost Increase	\$6,600				FED
90	1280510	I-805 HOV Lanes: Palomar Street to SR 94	\$203,314	\$190,544	(\$12,770)	Split	(\$12,770)				CON
91	1280511	I-805 HOV Lanes: SR 52 to Carroll Canyon Rd	\$121,500	\$121,500	\$0						CON
92	1280512	I-805 BRT Station: Imperial Avenue	\$500	\$500	\$0						PE
93	1280514	I-805 HOV Lanes: SR 94 to SR 15	\$0	\$13,130	\$13,130	Split	\$13,130				RTA
94			\$590,091	\$579,383	(\$10,708)		\$6,408	\$0	\$0	(\$17,116)	
95											
96	Goods Movement Corridor (TransNet EAP)										
97	1300601	San Ysidro Intermodal Freight Facility	\$40,460	\$40,460	\$0						CON
98	1300602	South Line Rail Freight Capacity	\$107,030	\$51,191	(\$55,839)	Savings			(\$55,839)		CON
99	1390501	State Route 905	\$80,346	\$82,513	\$2,167	New Funds		\$100	\$2,067		CON
100			\$227,836	\$174,164	(\$53,672)		\$0	\$100	(\$53,772)	\$0	
101											
102	Subtotal TransNet Early Action Program		\$7,196,427	\$7,091,509	(\$104,918)		\$0	(\$15,135)	(\$62,672)	(\$27,111)	
103											
104											
105											
106	Regional Bikeway Program										
107	1129900	Bayshore Bikeway: 8B Main St. to Palomar	\$451	\$991	\$540	Bikeway	\$540				FED
108	1143700	Bayshore Bikeway: Segments 4 & 5	\$3,847	\$5,350	\$1,503	Bikeway	\$1,503				CON
109	1144300	Bayshore Bikeway: Segments 7 & 8A	\$2,153	\$2,253	\$100	Bikeway	\$100				CON
110	1144500	Sweetwater Bikeway: Plaza Bonita	\$1,546	\$1,946	\$400	Bikeway	\$400				CON
111	1223016	Coastal Rail Trail San Diego: Rose Creek	\$400	\$400	\$0						PE
112	1223017	Coastal Rail Trail Encinitas: Chesterfield Ave.	\$234	\$234	\$0						PE
113	1223020	Bicycle Route: La Mesa to North Park	\$1,014	\$1,014	\$0						PE
114	1223022	Bicycle Route: Old Town to San Diego	\$864	\$864	\$0						PE
115	1223023	Inland Rail Trail	\$1,597	\$3,947	\$2,350	Bikeway	\$2,350				FED
116	1223024	Coast Rail Trail: Phase 2B - Oceanside	\$1,848	\$2,048	\$200	Bikeway	\$200				CON
117	Subtotal Regional Bikeway Corridor		\$13,954	\$19,047	\$5,093		\$5,093	\$0	\$0	\$0	
118											

Draft FY 2014 Capital Budget (in \$1,000s)

	A	B	C	D	E	F	G	H	I	J	K
	Project No.	Project Name	Approved	Proposed	Increase	Type of Budget Change	TransNet	Other Local	State	Federal	Funded Through
1											
2											
119	Major Capital Projects										
120	1145200	Sorrento Valley Platform Extension	\$0	\$987	\$987	New Funds		\$987			RTA
121	1201101	SR 11 and Otay Mesa East Port of Entry	\$45,500	\$154,700	\$109,200	New Funds			\$79,700	\$29,500	RTA
122	1300701	Port Access: Cesar Chavez Parkway	\$5,324	\$5,353	\$29	Transfer		\$29			CON
123	1300703	Port Access: Civic Center Drive*	\$2,634	\$977	(\$1,657)	Combined		(\$739)	(\$918)		CON
124	1300704	Port Access: Bay Marina/Civic Center Drive	\$3,125	\$4,078	\$953	Combined		\$710	\$243		CON
125	1390502	I-805/SR 905 Connectors	\$17,906	\$17,906	\$0						CON
126	1390503	Handler Mitigation Site	\$950	\$950	\$0						CON
127	Subtotal Major Capital Projects		\$75,439	\$184,951	\$109,512		\$0	\$987	\$79,025	\$29,500	
128											
129	Minor Capital Projects										
130	1130100/1130101	Financial System Upgrades	\$557	\$779	\$222	Cost Increase		\$222			CON
131	1130700	Wheel Truing Machine	\$0	\$348	\$348	New Funds		\$348			CON
132	Subtotal Minor Capital Projects		\$557	\$1,127	\$570		\$0	\$570	\$0	\$0	
133											
134											
135											
136											
137		TOTAL	\$7,286,377	\$7,296,634	\$10,257		\$5,093	(\$13,578)	\$16,353	\$2,389	
138											
139											
140		New Phase/New Funds			\$146,131						
141		Splits/Combines/Transfers			(\$315)						
142		Cost Increase			\$12,409						
143		Bikeway			\$5,093						
144		Savings/Closed Out/Cancelled			(\$153,061)						
145					\$10,257						
146											
147	Funding Phases										
148	PE: Preliminary Engineering										
149	DED: Draft Environmental Document										
150	FED: Final Environmental Document										
151	RTA: Ready to Advertise for Construction										
152	CON: Construction										
153											
154	* This project budget is being closed out in FY2013. This project is not included in the FY2014 budget.										
155											
156											

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **8**

Action Requested: RECOMMEND

TransNet ENVIRONMENTAL MITIGATION PROGRAM: ECONOMIC BENEFIT: File Number 1200201
AMENDMENT TO MEMORANDUM OF AGREEMENT

Introduction

The TransNet Extension Ordinance Environmental Mitigation Program (EMP) includes a funding allocation for "economic benefit." The concept is described as the "estimated economic benefits of incorporating specified regional and local transportation projects into applicable habitat conservation plans, thereby allowing mitigation requirements for covered species to be fixed, and allowing mitigation requirements to be met through purchase of land in advance of need in larger blocks at a lower cost."¹

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the execution of the amended Memorandum of Agreement in substantially the same form as Attachment 1; and (2) develop a competitive grant program for land acquisition using economic benefit funds for future consideration by the Board.

A set of eleven policy points was discussed at the joint meeting of the Transportation and Regional Planning Committees on March 1, 2013, to help clarify the policies necessary to implement economic benefit. The Committees directed SANDAG staff to develop an amendment to an existing Memorandum of Agreement (MOA) with Caltrans, the California Department of Fish and Game (recently renamed California Department of Fish and Wildlife), and the U.S. Fish and Wildlife Service to implement these policy points. This report summarizes the policy points on economic benefits discussed by the Committees, and includes a proposed amendment of the MOA to implement the policy points (Attachment 1). These proposed changes were discussed at the TransNet Independent Taxpayer Oversight Committee (ITOC) meeting on March 13, 2013, and at the Regional Planning Committee meeting on April 5, 2013. The ITOC supports the proposed policy points and the Regional Planning Committee is recommending approval of the amended MOA that includes the proposed policy points.

Prior Actions

Under the TransNet Extension Ordinance the value of economic benefit was estimated at \$200 million in 2002 dollars (\$150 million for regional projects and \$50 million for local streets and roads projects). Economic benefit is generated over time as transportation projects are more efficiently advanced towards completion of construction through expedited processing of environmental permits resulting from more regionally-based mitigation actions.

¹ TransNet Extension Ordinance (2004) Environmental Mitigation Program Principle #4

On February 22, 2008, the Board of Directors authorized an MOA with Caltrans, the California Department of Fish and Game (recently renamed California Department of Fish and Wildlife), and the U.S. Fish and Wildlife Service to establish the process to implement the goals of the TransNet EMP over a ten-year period. The MOA, executed on March 19, 2008, memorialized a Plan of Finance strategy to provide \$440 million over ten years for the Biological Mitigation Fund (to acquire mitigation properties for transportation projects) and \$40 million over ten years for the Regional Habitat Conservation Fund (for regional management and monitoring activities). The \$4 million annual funding allocation for the Regional Habitat Conservation Fund was an advance against future economic benefit expected to be generated over the ten-year life of the MOA.

The 2008 MOA also recognized that after the initial ten-year period, additional funding would be transferred to the Regional Habitat Conservation Fund for uses defined in the TransNet Extension Ordinance. The MOA identified a ten-year timeline to allow staff a sufficient period of time so that final mitigation costs on a large enough sample of TransNet transportation projects would be available and to establish a methodology for determining economic benefit generated under the TransNet EMP. This ten-year period (ending in 2018) corresponds with the overall comprehensive review of the TransNet Program as required by the TransNet Extension Ordinance.

In October 2011, the Governor signed into law Senate Bill 468 (Kehoe, 2011). Among other provisions, the law requires SANDAG to commit to releasing economic benefit funding derived from permitting and approval efficiencies on the North Coast Corridor Project in phases, based upon the proportion of North Coast Corridor work that has been issued permits, consistency reviews, or other applicable approvals.²

The FY 2012 TransNet Triennial Performance Audit conducted by the ITOC included a recommendation to further define the economic benefit concept and develop a methodology to calculate and allocate the funding.³

Proposed Amendments to TransNet EMP Implementation MOA

During summer and fall 2012, SANDAG staff worked with key stakeholders to develop a recommendation on policy points that would clarify the definition of economic benefit, the process for its release, and a proposal for use of the funds. On November 13, 2012, these recommendations were unanimously supported by the Regional EMP Working Group, an advisory group to the Regional Planning Committee. These 11 policy points were presented to a joint meeting of the Transportation and Regional Planning and Committees on March 1, 2013, for discussion. The policy points also were brought to the ITOC on March 13, 2013. All of the committees supported staff drafting an amendment to the existing MOA using the proposed policy points.

Attachment C includes the 11 proposed policy points that would amend the existing MOA to clarify the definition and process for the release of economic benefit funds.

² Section 2.c.9 of SB 468 (Kehoe, 2011) provides, "SANDAG shall commit to dedicate a portion of the TransNet Regional Habitat Conservation Fund for regional habitat acquisition, management, and monitoring activities necessary to implement habitat conservation plans based on the estimated economic benefits derived from permitting and approval efficiencies on the North Coast Corridor project as a result of the procedures of this section, with that funding to be released by SANDAG in phases based upon the proportion of project work that has been issued permits, consistency reviews, or other applicable approvals, and in accordance with any other criteria as deemed appropriate by SANDAG taking into account the purpose and intent of TransNet."

³ Recommendation No. 11 of the FY 2012 TransNet Triennial Performance Audit provides, "Maintain focus on clarifying and defining how to apply the economic benefit concept, and identify tasks and timelines needed to address economic benefit issue. Develop corresponding methodologies to calculate the amount of economic benefit achieved as well as processes to release and allocate the resulting funding."

The following is a summary of the proposed 11 policy points:

- **What is economic benefit and how is it generated?** In summary, the policy points would establish that a transportation project would achieve an economic benefit once it received all of the required local, state, and federal permits for construction (Attachment C, page 17, Policy Points 1 and 2). This milestone in the construction process of transportation infrastructure was selected to correspond with the last environmental clearance milestone that sets the final required mitigation obligations. After this time, no additional mitigation obligations can be added.
- **How much economic benefit funding would be available?** The TransNet Extension Ordinance identified \$200 million in available economic benefit funding. Since the Board of Directors previously allocated \$40 million of this funding over ten years for regional management and monitoring as part of the 2008 MOA, the total potential economic benefit generated by transportation projects would be reduced from \$200 million to \$160 million, of which \$120 million would be available for regional projects and \$40 million would be available for local streets and roads and minor regional projects (Attachment C, page 17, Policy Points 3, 4, and 5). Further, the total available funding would be adjusted based upon the growth (or decline) in overall TransNet revenues (Attachment C, page 17, Policy Point 6).
- **How would economic benefit funding be released?** For a given project or for a phase of a larger project (e.g., coastal rail double-tracking) that receives all of its environmental regulatory permits, economic benefit would be released in proportion to the project's overall mitigation cost as shown in Attachment B, pages 15 and 16. Major projects such as the North Coast Corridor would generate more economic benefit than smaller projects, thus providing an incentive to expedite the permits for larger, more complex transportation improvement projects. Larger projects developed in phases, would release its economic benefit in proportion to the economic benefit calculated for the entire project (i.e., all phases of the project).

Economic benefit would be calculated in year of expenditure dollars upon the execution of an amendment to the 2008 MOA, and then each year as part of the annual Plan of Finance approved by the Board of Directors. Economic benefit would be released in phases to avoid impacting the Major Corridor infrastructure improvements previously approved by the Board of Directors for design and/or construction and would be required to be consistent with the borrowing provisions set forth by the Board on September 24, 2004 (Attachment C, page 18, Policy Point 11).

- **What should the additional economic benefit funding be used for?** Economic benefit funding would be deposited into the Regional Habitat Conservation Fund, which can be used for land acquisition, regional land management, and biological monitoring pursuant to the TransNet Extension Ordinance (2004) EMP Principles (Attachment C, page 17, Policy Point 7).

- **How would SANDAG distribute economic benefit funding?** Prior to any land acquisition using the additional economic benefit funding, a set of five eligibility findings would be required to be made (Attachment C, pages 17 and 18, Policy Point 8). Land acquisition opportunities would be solicited through a competitive grant process similar to other TransNet discretionary grant programs (e.g., EMP Land Management grants). The Board of Directors would approve the Call for Projects application and evaluation criteria. An evaluation committee composed of representatives from SANDAG, Caltrans, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and U.S. Geological Survey would evaluate all proposals resulting from a Call for Projects for land acquisitions and provide their recommendations to the Board of Directors using the recommended evaluation criteria (Attachment C, page 18, Policy Point 9).

Management and monitoring funds would be included in the recommendations for annual allocations approved by the Board of Directors (Attachment C, page 18, Policy Point 10).

Next Steps

This item is scheduled for the Board of Directors meeting on April 26, 2013. Both the recommendations of the Transportation and Regional Planning Committees will be forwarded to the Board of Directors for action. If approved by the Board of Directors, staff will: (1) execute the proposed amendments to the 2008 MOA in substantially the same form as shown in Attachment 1, and (2) develop a competitive land acquisition grant program, that includes an application and evaluation criteria for a recommendation by the Transportation and Regional Planning Committees and action by the Board of Directors. Subsequent use of the economic benefit funds would require Board of Directors authorization through a land acquisition grant program or annual approvals for land management and regional monitoring.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Attachment: 1. Proposed MOA 5000879 Amendment 1

Key Staff Contact: Keith Greer, (619) 699-7390, Keith.Greer@sandag.org

**Memorandum of Agreement (MOA) 5000879 Amendment 1
among the San Diego Association of Governments ("SANDAG"), the California
Department of Fish and ~~Game~~-Wildlife ("CDFWG"), the California Department of
Transportation ("Caltrans"), and the United States Fish & Wildlife Service ("USFWS")
(collectively "the signatories") Regarding the Mitigation for Transportation Projects
Under the TransNet Extension Ordinance Environmental Mitigation Program**

WHEREAS, in March 2003 the SANDAG Board of Directors (SANDAG Board) adopted the 2030 Regional Transportation Plan ("RTP") entitled MOBILITY2030, The Transportation Plan for the San Diego Region;

WHEREAS, the RTP includes a list of transportation network improvements and other transportation programs that are intended to improve the mobility of people and goods throughout the region;

WHEREAS, the TransNet Extension Ordinance and Expenditure Plan (Transnet Extension Ordinance) Commission Ordinance 04-01 was adopted by the SANDAG Board on May 28, 2004, to provide for continuation of the half-cent transportation sales tax for 40 years to relieve traffic congestion, improve safety, and match state/federal funds;

WHEREAS, the TransNet Extension Ordinance was approved by the voters on November 2, 2004;

WHEREAS, the TransNet Extension included the establishment and implementation of an Environmental Mitigation Program (EMP), including 11 principles that further defined the major elements of the EMP;

WHEREAS, in January 2005, the SANDAG Board approved a set of projects for accelerated implementation referred to as the TransNet Early Action Program (EAP);

WHEREAS, mitigation, which means for purposes of this MOA, the early acquisition, creation, restoration, enhancement, and/or management of high-quality habitat, is more cost-effective and more biologically beneficial than the mitigation of habitat based on a project-by-project approach to mitigation;

WHEREAS, the TransNet EMP is intended, in part, to provide for early large-scale acquisition and management of important habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements, thereby enabling the purchase of habitat that may become more scarce in the future, reducing future costs and accelerating project delivery;

WHEREAS, proactive mitigation of transportation projects would provide an opportunity to implement the TransNet EMP by providing opportunities for early large-scale conservation, permit streamlining, and certain cost savings;

WHEREAS, the need for biological monitoring and management of the habitat preserve areas is critical to maintain habitats and ecosystem processes for the persistence and resilience of native flora and fauna;

WHEREAS, the signatories to this MOA agree that an amended TransNet Plan of Finance (POF) will be adopted that reflects the capacity for funding up to \$440 million (nominal dollars)

over ten years for mitigation, and an additional \$4 million dollars annually for ten years for management and monitoring as the approach toward the timing and expenditure of funds under the EMP;

WHEREAS, the TransNet Extension Ordinance contains the provision that the Environmental Mitigation Program could yield an economic benefit of \$200 million (estimated in \$2002) through the benefits of incorporating specified regional and local transportation projects into applicable habitat conservation plans, thereby allowing mitigation requirements for covered species to be fixed, and allowing mitigation requirements to be met through purchase of land in advance of need in larger blocks at a lower cost.

WHEREAS, in October 2011, the Governor of California signed Senate Bill 468 which states that "SANDAG shall commit to dedicate a portion of the TransNet Regional Habitat Conservation Fund for regional habitat acquisition, management, and monitoring activities necessary to implement habitat conservation plans based on the estimated economic benefits derived from permitting and approval efficiencies on the north coast corridor project as a result of the procedures of this section, with that funding to be released by SANDAG in phases based upon the proportion of project work that has been issued permits, consistency reviews, or other applicable approvals, and in accordance with any other criteria as deemed appropriate by SANDAG taking into account the purpose and intent of TransNet."

WHEREAS, the signatories would like to amend the original MOA signed in February 2008, to clarify the process and phasing of the release of economic benefit funding utilizing the existing process identified in the original MOA and subsequent SANDAG Board actions to the maximum extent possible.

WHEREAS, the signatories have determined that entering into this MOA does not constitute a project as that term is used in the California Environmental Quality Act, California Public Resource Code section 21000, et seq. (CEQA), that entering into this agreement does not constitute a major federal action significantly affecting the human environment as those terms are used in the National Environmental Policy Act, 42 U.S.C. section 4321, et seq. (NEPA), and that CEQA and NEPA compliance are conditions precedent to any signatory being committed to carry out any obligations set forth in this MOA for which such compliance is required;

NOW THEREFORE, BE IT RESOLVED that the signatories agree as follows:

1. The signatories agree to implement the Conservation and Mitigation Strategy ("CMS") (Attachment A, and incorporated by reference as if fully restated here) as the method for identifying priority habitat acquisition, creation and restoration opportunities which will be designed to fully mitigate the range of anticipated wildlife habitat, natural communities, fisheries, and sensitive species¹ impacts resulting from projects in the currently adopted RTP, as well as for local transportation projects that are funded through TransNet. The CMS aligns the estimated impacts of these transportation project(s) to mitigation opportunities, which are intended to be the basis for determining subsequent agreements identified under Section 7 below, and the parties agree that such agreements may provide regulatory assurances under the authority and jurisdiction of the signatory agencies.

¹ Sensitive species are generally those which have been covered, or anticipated to be covered, by approved or in progress NCCP/HCP planning efforts.

2. SANDAG agrees to amend the TransNet Plan of Finance (POF) adopted on December 15, 2006, within three months of signing this MOA to reflect a cash flow for mitigation of TransNet regional and local transportation projects totaling \$440 million (nominal dollars²) over the next ten years pursuant to the following schedule:

FISCAL YEAR	08	09	10	11	12	13	14	15	16	17	Total*
MOA YEAR	1	2	3	4	5	6	7	8	9	10	
EAP	30	60	60	30	30	15	15	15	15	10	280
Any RTP	40	40	40	40	0	0	0	0	0	0	160
Total	70	100	100	70	30	15	15	15	15	10	440

* In millions, nominal dollars

A total of \$160 million of TransNet EMP funds will be made available, as needed, for any RTP project mitigation³ and according to the priorities in Section 8 below. For financial analysis purposes, these funds are to be assumed to be spread out over four years. However, should an opportunity arise, as identified and agreed to by the signatories that would require a change in the cash flow, monies could be made available as needed as approved by the SANDAG Board. Funds are to be allocated and spent for three primary purposes: (1) acquisition; (2) restoration and enhancement; and (3) monitoring and management, as required to meet each transportation project's full mitigation needs. Funds not utilized in any given year could be rolled over into the next fiscal year. Borrowing to the degree necessary to meet this objective would be implemented consistent with the adopted POF, with debt service to be paid from annual EMP revenues. Up to \$82 million in interest-free fund transfers from transportation categories could be provided as a loan to finance the early acquisitions as provided by the schedule above. Additionally, \$30 million in debt-service assistance as identified in the TransNet Extension Ordinance could also be provided. Interest-free fund transfers from transportation project categories could be allowed in such a way that transportation projects are not delayed. Such transferred funds would be returned for use on transportation projects by end of the TransNet Extension in 2048.

3. SANDAG agrees to amend the POF to allocate \$4 million, escalated annually for inflation, at the beginning in fiscal year 2008 until the end of fiscal year 2018 to be used for regional management and monitoring. The source of the funds allocated for regional management and monitoring are attributed to the Regional Conservation Fund as described in TransNet Extension EMP Principle 4.
4. Upon execution of this MOA, SANDAG will release \$1.3 million approved by the SANDAG Board on December 15, 2006, for regional management and monitoring activities in addition to the \$4 million pursuant to Section 3, above. Yearly accounting and an analysis of the expenditures and their effectiveness in implementing the management and monitoring goals of the regional habitat conservation plans will be completed by SANDAG staff, in consultation with the signatories.
5. Starting in 2010, and then once every two years thereafter, SANDAG will develop a report card to analyze the status and progress of the MOA in implementing the goals of the TransNet EMP for presentation to the SANDAG Board as a part of the update to the Regional Transportation Improvement Program (RTIP).

² These values are held constant for the year they are expended.

³ Mitigation is the acquisition, creation, restoration, enhancement and/or management of habitat lands.

6. The signatories agree to evaluate and SANDAG would modify, if necessary, the POF no later than ten years after execution of this agreement to accommodate any insufficiencies identified in the report card, potential variations in funding, changes to the adopted RTP, and changes to the CMS. This could be done before, and/or apart from, the required TransNet ten-year Comprehensive Review.
7. EMP funds will be made available according to the schedule described in the POF. The release for advance mitigation will be contingent upon executed agreements intended to establish the mitigation of TransNet-funded regional and local transportation projects as identified in Attachment B (which is incorporated by reference as if fully restated here). The agreements may take various forms and address a range of actions from project-specific to more programmatic-level approaches towards mitigation and conservation actions. Types of agreements could include, but are not limited to:
 - a. Advanced Mitigation Agreement (e.g., Bolsa Chica)
 - b. Wetland Mitigation Banking Agreement (e.g., Rancho Jamul)
 - c. Conservation Banking Agreement (e.g., Rancho San Diego)
 - d. Programmatic Consultation (e.g., Rail Corridor from Orange County to Oceanside)
 - e. Early federal Endangered Species Act Section 7 Consultation
 - f. Project(s) Specific Agreement(s)
 - g. Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP)
 - h. Regional General Permits (e.g., Contra Costa County)
8. The focus of the initial mitigation efforts under this CMS will be on those RTP projects identified and approved by the SANDAG Board as EAP projects followed by projects that are included in the "revenue constrained" scenario of the RTP. Mitigation opportunities for the remaining transportation projects will be initiated if the signatories of this MOA agree that an environmental mitigation opportunity has arisen to satisfy a non-EAP project consistent with Section 2 above. SANDAG will work with the local jurisdictions to develop a similar approach for local transportation projects evaluating early and longer-term mitigation needs.
- ~~9. Ten years after execution of this MOA by all signatories, if actual costs for mitigation of upland and wetland impacts for those transportation projects that have received all of the permits are less than the estimated costs by SANDAG (Attachment B), the unused balance shall be transferred to the Regional Habitat Conservation Fund for projects. Any economic benefit generated over the ten-year period also shall be transferred to the Regional Habitat Conservation Fund. These funds would be made available for regional habitat acquisition, management, and monitoring as described in the TransNet EMP Principle number 8. SANDAG and Caltrans will actively partner with USFWS and CDFG/CDFW during the permitting process for TransNet projects impacting wetlands, and waters of the U.S. regulated by the United States Army Corps of Engineers ("USACOE"), the United States Environmental Protection Agency ("EPA"), Regional Water Quality Control Board ("RWQCB"), CDFG/CDFW, and California Coastal Commission.~~
9. Economic Benefit will be released in accordance with the implementation policies identified in Attachment C of this MOA.

10. The mitigation requirements for each project(s) will be addressed on a case-by-case basis and incorporated into a specific agreement pursuant to Section 7 above to be executed by the signatories. The signatories hereto intend that if a project(s) conforms to the scope, general alignment, and biological effects analysis described in an executed agreement pursuant to Section 7 above, no additional compensatory mitigation to satisfy the Federal Endangered Species Act (ESA), the California Endangered Species Act (CESA), the California Natural Community Conservation Planning Act (NCCP), or Fish and Game Code section 1600 et seq., are anticipated; however, final determination of project impacts and necessary mitigation shall be determined through applicable statutory processes.
11. Each project will be reviewed by ~~CDFG~~CDFW and USFWS (collectively the Wildlife Agencies) through applicable statutory and regulatory processes; In addition, the Wildlife Agencies will determine each project's consistency with executed agreements. The Wildlife Agencies will contact, in writing, the signatories within 60 days of receipt of SANDAG's request for concurrence regarding conformance with the executed agreements. If the project does not conform, the Wildlife Agencies will identify necessary actions required for the issuance of permits consistent with the approved agreement. For projects that conform to the approved agreements, the Wildlife Agencies will expedite issuance of the permits, as staffing resources allow. Notwithstanding this Section or any other provision of this MOU, nothing in this MOA is intended or shall be interpreted to pre-determine the outcome of any applicable statutory and regulatory processes under ESA, NEPA, CEQA, NCCPA, or other applicable federal or state laws.
12. Principals of federal "Safe Harbor" agreements pursuant to federal Endangered Species Act at §§ ESA § 17.22(c) and at 17.32(c) may be included, as appropriate, and as determined by the relevant parties, in any agreement that improves resources in advance of project impacts for resources that may be affected by the transportation project (e.g., coastal lagoon restoration).
13. Local jurisdictions with approved HCP/NCCPs and incidental take authorizations that include local transportation projects as covered activities, have received regulatory assurances regarding mitigation for such projects, as provided for in the federal No Surprises Rule (e.g., Cities of Chula Vista, San Diego, La Mesa, Poway, Carlsbad, and the County of San Diego). Other jurisdictions may obtain such assurances for covered transportation projects upon approval by the Wildlife Agencies of their HCP/NCCPs and issuance of corresponding incidental take authorizations.
14. Advance mitigation for projects identified in Mobility 2030 (2004) may be available for other TransNet projects as identified in the RTP. Substituted projects must have impacts equal to or less than the original project and the exchange must be approved by the Wildlife Agencies. The amount of use of mitigation credits would be addressed by subsequent agreements as identified in Section 7 above.

15. USFWS and ~~CDFG~~CDFW will actively cooperate with SANDAG and Caltrans during the permitting process for TransNet projects impacting wetlands, and waters of the United States., which are regulated by the USACOE, EPA, RWQCB, and/or ~~CDFG~~CDFW through wetland banking agreements, master streambed alteration agreements, regional general permits, or mechanisms, as appropriate. The signatories support wetland creation, where appropriate and feasible, and restoration projects for use as advance mitigation and, as appropriate will mutually assist with identifying and/or obtaining funding for planning and permitting of the creation and restoration projects.
16. USFWS will support and, if appropriate, present the federal Consistency Determination for federal projects to the California Coastal Commission for coastal wetland restoration agreement(s) provided USFWS determines the projects meet the Consistency Determination requirements under federal and state law.
17. SANDAG, acting as the San Diego County Regional Transportation Commission, is accountable for all TransNet expenditures pursuant to the TransNet Extension Ordinance. As such, SANDAG is responsible for the expenditure of funds for advanced mitigation through the execution of the agreements described in Section 7, above. It is SANDAG's intent to continue to utilize the capabilities and expertise of Caltrans staff, a SANDAG-contracted independent third-party; or itself to acquire real property and to develop and implement restoration plans. The Wildlife Agencies will cooperate in identifying opportunities and priorities consistent with the CMS.
18. The signatories agree in good faith to expend the technical, and staff resources necessary to implement the provisions of this MOA. However, nothing in this MOA shall be construed as obligating the signatories to expend funds, or for the future payment of money, in excess of appropriations authorized by law, nor does this MOA pre-determine the outcome of any future statutory or regulatory process under federal or state law or the execution of further agreements between the signatories. In addition, nothing in this MOA shall be construed to establish a limit on the funds necessary to provide mitigation as required under Federal Endangered Species Act and the California Endangered Species Act, or any other applicable law or regulation; all mitigation costs set forth in this MOA, including Attachments A and B, and the documents referred to herein are estimates only.
19. The signatories agree to review and modify this MOA, if necessary, after ten years from its execution by all signatories based upon its performance in providing advanced mitigation, enhanced project delivery, and overall availability of TransNet funding. Based upon the results of this review, all signatories retain the right to obtain mitigation of individual projects on a project-by-project basis pursuant to Section D and Principle 11 of the TransNet Extension Ordinance and the Federal Endangered Species Act and, the California Fish & Game Code and the California Endangered Species Act.
20. Nothing in this MOA shall supersede those provisions adopted by the voters in November 2004 under the TransNet Extension Ordinance.
21. Any notice required or permitted under this MOA may be personally served on another party, by the party giving notice, or may be served by certified mail, return receipt requested, to the following addresses:

For SANDAG	For USFWS	For CDFWG	For Caltrans
401 B Street, Suite 800	6010 Hidden Valley Road	1416 Ninth Street Suite 1208	4050 Taylor Street
San Diego, CA 92101	Carlsbad, CA 92007	Sacramento, CA 95814	San Diego, CA 92110
Attn: Gary Gallegos	Attn: Therese O'Rourke <u>Jim Bartel</u>	Attn: Kevin Hunting <u>Ed Pert</u>	Attn: Pedro Orso- Delgado <u>Laurie Berman</u>

22. That unless it is amended by the parties in writing, this MOA shall terminate on 10 years after execution of this agreement, or on such earlier or later date as the parties may agree to in writing. This MOA shall continue in effect unless and until a party to the MOA gives 60 (sixty) days written notice of its desire to withdraw from the MOA. If such notice is given, the MOA shall continue to be binding on those parties who have not formally withdrawn.
23. No Member of Congress shall be entitled to any share or part of this Agreement, or to any benefit that may arise from it.
24. This MOA shall be interpreted in accordance with the laws of the State of California and applicable federal laws.
25. All terms, conditions, and provisions hereof shall inure to and shall bind each of the parties hereto, and each of their respective successors, and assigns.
26. For purposes of this MOA, the relationship of the parties is that of independent entities and not as agents of each other or as joint venturers or partners. The parties shall maintain sole and exclusive control over their personnel, agents, consultants, and operations.
27. No alteration or variation of the terms of this MOA shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
28. Nothing in the provisions of this MOA is intended to create duties or obligations to or rights in third parties to this MOA or to accord to any third party a right to sue this MOA, to affect the legal liability of the parties to this MOA to third parties.
29. This MOA may be executed in any number of identical counterparts, each of which shall be deemed to be an original, and all of which together shall be deemed to be one and the same instrument when each party has signed one such counterpart.

IN WITNESS WHEREOF, the Parties hereto have executed this MOA effective on the day and year first above written.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

CALTRANS

GARY L. GALLEGOS

Executive Director

~~PEDRO ORSO DELGADO~~

~~LAURIE BERMAN~~

Director Caltrans District 11

Date

Date

APPROVED AS TO FORM:

CALIFORNIA DEPARTMENT OF
FISH AND ~~GAME~~ WILDLIFE

Office of General Counsel

~~KEVIN HUNTING~~

~~ED PERT~~

Deputy Director

UNITED STATES FISH AND WILDLIFE SERVICE

Date

~~THERESE O'ROUKE~~ JIM BARTEL

~~Assistant~~ Field Supervisor

Date

Attachments: A. TransNet Conservation and Mitigation Strategy (CMS)
B. Proposed Distribution of Economic Benefit Funding by Project
C. TransNet Economic Benefit Implementation Policy Points

TransNet Conservation and Mitigation Strategy (CMS)

The goal of the TransNet Conservation and Mitigation Strategy (CMS) is to: (1) identify conservation opportunities for habitat acquisition, creation, and restoration that promotes regional habitat conservation planning, and (2) align these opportunities in such a way to fully mitigate the range of potential wildlife habitat, natural communities, fisheries, and sensitive species impacts resulting from transportation projects in the currently adopted Regional Transportation Plan (RTP) pursuant to Section 14 of the MOA.

Identification of Conservation Opportunities

The U.S. Fish and Wildlife Service and the California Department of Fish and Game (Wildlife Agencies) will partner with SANDAG and Caltrans to identify conservation opportunities that promote the regional conservation of biodiversity, thereby implementing San Diego's regional habitat plans that have been adopted (or will be adopted) under the Natural Community Conservation Planning Act (NCCP), and as Habitat Conservation Plans (HCPs) under the Endangered Species Act. Implementation of these NCCPs/HCPs will collectively promote the San Diego Regional Comprehensive Plan (2004) policy objective to "Preserve and maintain natural biological communities and species native to the region (p. 153)," and also will provide certainty and streamlined regulatory permitting of future transportation projects.

The opportunities would consist of identification of land acquisitions, upland and wetland restoration and creation, and other specific actions that will contribute to the goal of "maintain[ing] and enhance[ing] biological diversity in the region and conserving viable populations of endangered, threatened, and key sensitive species and their habitat, thereby preventing local extirpation and ultimate extinction (MSCP Biological Goals and Standards)."

In assisting with the development of the conservation opportunities, the Wildlife Agencies will use the basic fundamental tenets of habitat reserve design based upon the recommendations of the NCCP scientific advisors⁴, and specific objectives⁵ based upon the current needs of the regional NCCPs/HCPs, as well as the opportunities to leverage TransNet funds with non-TransNet funding. While the fundamental tenets would not change over time, the objectives will be subject to periodic reassessments as the regional NCCP/HCP matures.

Alignment with RTP Mitigation Needs

Based upon a review of the RTP projects and the estimated impacts (Attachment B), the Wildlife Agencies will partner with SANDAG and Caltrans, and other federal and state regulatory agencies, to align mitigation needs of the RTP project(s) with the identified conservation opportunities, with an emphasis on transportation projects belonging to the Early Action Program and then to projects that belong to the "revenue constrained" scenario of the RTP. The conservation opportunity shall meet the mitigation needs of the project(s) and be formalized in an appropriate agreement as identified in the MOA prior to the release of funds for acquisition of such property. The Wildlife Agencies will not mandate a specific opportunity as the required mitigation, but instead will

⁴ Southern California CSS NCCP Conservation Guidelines (1983). California Department of Fish & Game and California Resources Agency.

⁵ Specific objectives could include, as examples, preservation of vernal pool and maritime succulent scrub habitat, restoration of quino checkerspot butterfly and burrowing owl habitat, and creation of coastal wetland habitat.

provide a range of options for SANDAG and Caltrans to consider based upon cost, timeliness, and respect for private property rights, other state and federal regulatory requirements, and other considerations.

Conceptually, conservation opportunities that achieve the mitigation for estimated RTP project(s) impacts can be grouped into coastal wetlands, jurisdictional freshwater wetlands, uplands, and species specific. Habitat acquisition, restoration, creation, and species-specific enhancement will all be considered, as appropriate.

It is expected that in order to implement this approach, some projects may require additional biological analysis to provide more specificity on the habitats and species that could be impacted and conservation opportunities as a follow-up to confirm the assumptions of executed agreements as described in the MOA.

Proposed Distribution of Economic Benefit Funding by Project

Attachment B

		2030 RTP Project	From	To		Coastal Wetlands	Non-Coastal Wetlands	Uplands	Estimated Mitigation Costs (TPMF)	Estimated Economic Benefit (EB)
									\$2002	\$2002
RTP 2030 Pathways	MOBILITY 2030 Timeline	Major Regional Projects								
RC	EAP	I-5	SR 56	Vandegrift Blvd.		20	0	60	\$76,000,000	\$21,279,823
RC	EAP	I-5/I-805	Port of Entry–Mexico			0	1	0	\$555,000	\$155,399
RC	EAP	I-5/I-805	HOV Connectors			0	1	0	\$555,000	\$155,399
RC	EAP	I-805	SR 905	SR 54		0	2	5	\$2,360,000	\$660,794
RC	EAP	I-805	SR 54	I-8		0	1	2	\$1,055,000	\$295,398
RC	EAP	I-805	Mission Valley Viaduct			0	2	0	\$1,110,000	\$310,797
RC	2030	SR 11	SR 905	Mexico		0	2	10	\$3,610,000	\$1,010,792
RC	EAP	SR 52	I-805	I-15		0	0	2	\$500,000	\$139,999
RC	EAP	SR 52	I-15	SR 125		0	1	5	\$1,805,000	\$505,396
RC	EAP	SR 76	Melrose Drive	Mission Road		0	25	60	\$28,875,000	\$8,084,933
RC	EAP	SR 76	Mission Road	I-15		0	45	110	\$52,475,000	\$14,692,878
RC	EAP	Coastal Rail Doubletracking				20	0	20	\$66,000,000	\$18,479,846
RC	EAP	Mid-Coast Light Rail				0	5	10	\$5,275,000	\$1,476,988
RC	2010	I-5/SR 56	Freeway Connectors			0	2	0	\$1,110,000	\$310,797
UN	2010	SR 54/SR 125	I-5	SR 94		0	2	5	\$2,360,000	\$660,794
RC	2010	SR 905	I-805	Mexico		0	6	80	\$23,330,000	\$6,532,346
RE	2020	I-5	SR 54	SR 163		0	1	0	\$555,000	\$155,399
RC	2020	I-5	I-805	SR 56		0	1	0	\$555,000	\$155,399
RE	2020	I-5	SR 905	SR 54		0	1	2	\$1,055,000	\$295,398
RE	2020	I-5	SR 163	I-8		0	1	0	\$555,000	\$155,399
RC	2020	I-5	I-8	I-805		0	1	5	\$1,805,000	\$505,396
UN	2020	I-5/I-8	Freeway Connectors			5	0	0	\$15,250,000	\$4,269,964
RC	2020	I-5/SR 78	Freeway Connectors			0	2	0	\$1,110,000	\$310,797
RC	2020	SR 94/SR 125	Freeway Connectors			0	1	0	\$555,000	\$155,399
RE	2020	Oceanside to Escondido Transit Enhancements				0	2	10	\$3,610,000	\$1,010,792
RE	2030	I-8	SR 125	Los Coches Road		0	1	10	\$3,055,000	\$855,393
RC	2030	I-15	SR 94	SR 163		0	5	10	\$5,275,000	\$1,476,988
RE	2030	I-15/SR 78	HOV Connectors			0	1	0	\$555,000	\$155,399
RC	2030	I-15/SR 94	HOV Connectors			0	1	2	\$1,055,000	\$295,398
RC	2030	I-805	I-8	I-5		0	2	10	\$3,610,000	\$1,010,792
RC	2030	I-805/SR 52	HOV Connectors			0	1	2	\$1,055,000	\$295,398
RE	2030	SR 52	I-5	I-805		0	1	2	\$1,055,000	\$295,398

		2030 RTP Project	From	To		Coastal Wetlands	Non-Coastal Wetlands		Uplands	Estimated Mitigation Costs (TPMF)	Estimated Economic Benefit (EB)		
RC	2030	SR 56	I-5	I-15		0	1		5	\$1,805,000	\$505,396		
RE	2030	SR 67	Mapleview Street	Dye Road		0	5		150	\$40,275,000	\$11,276,906		
RC	2030	SR 75/SR 282	Glorietta Blvd.	Alameda Blvd.		0	1		0	\$555,000	\$155,399		
RE	2030	SR 78	I-5	I-15		0	2		5	\$2,360,000	\$660,794		
UN	2030	SR 94	Avocado Blvd.	Steele Canyon Rd.		0	5		25	\$9,025,000	\$2,526,979		
UN	2030	SR 94	SR 125	Avocado Blvd.		0	1		0	\$555,000	\$155,399		
RC	2030	SR 94/SR 125	I-5	I-8		0	1		5	\$1,805,000	\$505,396		
RC	2030	SR 125	SR 905	San Miguel Road		0	1		1	\$805,000	\$225,398		
RC	2030	SR 125	San Miguel Road	SR 54		0	1		0	\$555,000	\$155,399		
UN	2030	Kearny Mesa Transitway				0	1		5	\$1,805,000	\$505,396		
UN	2030	Sorrento Mesa Transitway				0	5		45	\$14,025,000	\$3,926,967		
RE	2030	SPRINTER Extension to North County Fair				0	1		0	\$555,000	\$155,399		
							Subtotal		45	142	663	\$381,810,000	\$106,905,909
							Minor Regional Projects		0	23	136	\$46,765,000	\$13,094,091
							Subtotal		45	165	799	\$428,575,000	\$120,000,000
							Support Costs					\$21,425,000	\$0
							Subtotal					\$450,000,000	\$120,000,000
							Local Transportation Projects					\$200,000,000	\$40,000,000
							Subtotal					\$650,000,000	\$160,000,000
							Regional Management and Monitoring Funds Previously Authorized by MOA					n/a	\$40,000,000
							Total					\$650,000,000	\$200,000,000

Notes:

2030 Regional Transportation Plan approved March 2003.

Notes:

2030 Regional Transportation Plan approved March 2003.

TPMF, Transportation Project Mitigation Fund.

Acreages estimated using Generalized Vegetation mapping from SANDAG's 1995 Regional Vegetation database.

Cost per acre based on recent mitigation ratios, acquisition, restoration, creation, and endowment costs.

Costs are in 2002 dollars.

█ = Project in Coastal Zone

EAP = Early Action

Project

RC = Revenue

Constrained

RE = Reasonably

Expected

UN = Unconstrained

TransNet Economic Benefit Implementation Policy Points

1. Economic Benefit consists of those funds that are generated by the mitigation of regional transportation projects and local streets and roads that occur in advance of permit needs that were estimated at \$200 million in \$2002.
2. Economic Benefit would be generated upon a transportation project(s) or phase of a larger project obtaining all federal, state, and local permits, or equivalent consistency reviews or approvals required to develop the transportation infrastructure.
3. Potential Economic Benefit will be reduced by the allocation already approved by the SANDAG Board of Directors (\$40 million). The remaining Economic Benefit will be \$160 million; \$120 million for regional transportation projects identified in the Regional Transportation Plan, and \$40 million for local streets and roads shown in Attachment B.
4. Economic Benefit for regional transportation projects is derived by the proportionate amount of required mitigation divided by the total mitigation and then multiplied by \$120 million as shown in Attachment B. Larger projects developed in phases would release their economic benefit in proportion to the economic benefit calculated for the entire project.
5. Economic Benefit accrued for local streets and minor regional projects would be determined by the total cost of mitigation divided by the total available local street funds then multiplied by \$40 million.
6. Allocated Economic Benefit funds would be converted to the year of expenditure dollars by the SANDAG Board of Directors based upon using growth in TransNet revenues.
7. Economic Benefit can be used for regional habitat acquisition, management, and/or monitoring necessary to implement the regional habitat conservation plans utilizing the established SANDAG processes.
8. SANDAG will utilize the following eligibility findings for potential acquisition opportunities:
 - a. Promotes Natural Community Conservation Planning: The proposed acquisition will contribute to the success of the San Diego regional Natural Community Conservation Planning (NCCP) by acquiring and restoring unique habitat areas, key populations of endangered species, lands adjacent to existing conserved habitat lands, and/or promoting wildlife linkages.
 - b. Jurisdictional Land Use Plans: Use of the site as habitat mitigation/open space is consistent with the long-range land use and transportation policies of one or more local jurisdictions. If the use of the site as habitat conservation/open space is not consistent, the jurisdiction(s) does not object to the site being purchased for habitat conservation/open space.
 - c. Willing Seller: Owner of the property is a willing seller with clear title to the property and any hazardous material identified in a Phase I environmental site assessment has been evaluated and addressed to the satisfaction of SANDAG.

- d. Appraisal: The property must be appraised by a qualified licensed appraiser in accordance with established acquisition and appraisal standards, and reviewed independently by an appraisal specialist working for SANDAG. The first written offer will reflect the fair market value of the property.
 - e. Owner/Manager: Perpetual ownership of the land has been identified, as well as a qualified land manager. The identified owner is a public agency or nonprofit organization willing to provide a conservation easement or deed restriction to SANDAG or mutually agreed-upon third party. SANDAG and the land manager have agreed upon the annual cost to manage the land and the method for funding the annual management costs.
- 9. A committee comprised of representatives from SANDAG, Caltrans, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and U.S. Geological Survey would evaluate all proposals resulting from a Call-for-Projects for land acquisitions and provide their recommendation to the SANDAG Board of Directors using evaluation criteria approved by the SANDAG Board of Directors and the eligibility findings identified in Policy Point No. 8, above.
- 10. The Environmental Mitigation Program Working Group would make a recommendation to the Regional Planning Committee for any allocations of economic benefit funds proposed for regional management and monitoring. Economic Benefit funding for management and monitoring would allocated by the SANDAG Board of Directors as part of the annual allocations of funding.
- 11. Economic Benefit would be calculated during the execution of this amended Memorandum of Agreement (MOA), and then once per year as part of the Plan of Finance approval by the SANDAG Board of Directors. Economic Benefit would be released in phases so as not to impact the infrastructure improvements previously approved by the Board of Directors for design and/or construction. Any bonding required to fund Economic Benefit would be consistent with the *TransNet* Implementation Guidelines adopted by the SANDAG Board of Directors on September 24, 2004, which indicates that borrowing would be limited to \$30 million and, to the degree needed, up to \$82 million in "*intra-program fund transfers from transportation categories.*"

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **9**

Action Requested: RECOMMEND

2012 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM: AMENDMENT NO. 5

File Number 1500300

Introduction

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (2012 RTIP), the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2013 to FY 2017. The 2012 RTIP is a multibillion dollar program of projects funded by federal, state, *TransNet* local sales tax, and other local funding sources. The 2013 Federal Statewide Transportation Improvement Program (FSTIP), which incorporates the SANDAG 2012 RTIP, received federal approval on December 14, 2012.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors: (1) adopt Resolution No. 2013-19, in substantially the same form as shown in Attachment 1, approving Amendment No. 5 to the 2012 RTIP; and (2) approve FY 2013 Program Budget amendment to State Route 52 (1205201).

Background

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. SANDAG is processing Amendment No. 5 to the 2012 RTIP as part of its quarterly amendment cycle in response to requests for changes by member agencies. This RTIP amendment also includes the projects funded with Federal Transit Administration (FTA) Section 5316 Job Access Reverse Commute (JARC) and Section 5317 New Freedom (NF) programs as well as the *TransNet* Senior Mini-Grant program approved by the Board of Directors on March 22, 2013. This report also includes a proposed RTIP amendment as well as an associated amendment to the SANDAG FY 2013 Program Budget for the State Route 52 project (Attachment 2). The Board of Directors has delegated authority to the Transportation Committee to approve RTIP amendments pursuant to Board Policy No. 001; however, any increase to a budget item above \$500,000 requires Board approval, which is included as part of Amendment No. 5.

TransNet Independent Taxpayer Oversight Committee

The Independent Taxpayer Oversight Committee (ITOC), the independent citizen oversight committee that reviews *TransNet*-funded projects, reviewed Amendment No. 5 on April 10, 2013, and had no comments.

Public Notice/Resolutions

SANDAG transmitted the draft Amendment No. 5 to interested parties for a 15-day public review period. Comments are due by April 18, 2013. Two projects from the City of Carlsbad (CB17 and CB18) were removed from the draft list of projects but will be included in the next amendment in order to coincide with the update to the federal highway bridge program.

Discussion

The following summarizes the changes proposed in this amendment with additional details included in Table 1 (Attachment 3).

California Department of Transportation

- **State Route (SR) 52 Freeway (CAL26A)** – On April 27, 2007, the Board of Directors approved to fully fund the SR 52 Extension from SR 125 to SR 67 project (CAL26) while suspending the SR 52 Managed Lanes project (CAL26A), which had started its initial preliminary engineering work. Approximately \$2.253 million in federal Regional Surface Transportation Program (RSTP) funds, which had been obligated in 2007, remained obligated on CAL26A in order to complete technical environmental studies that had started, of which approximately \$906,000 were expended.

Federal guidelines require that any project that uses Federal Highway Administration (FHWA) funds complete the phase the federal fund is supporting. Due to the suspension of CAL26A and in compliance with federal guidelines, the entire \$2.253 million of RSTP funds programmed were required to be de-obligated. SANDAG and Caltrans worked in late federal FY 2012 to de-obligate the \$2.253 million in RSTP funds from the SR 52 Managed Lanes project. The de-obligated amount was returned to the region where it has been re-obligated to other *TransNet* Early Action Program (EAP) projects. With the return of the federal funds, SANDAG needs to reimburse Caltrans for expenses incurred on the project. This RTIP amendment would program \$906,000 to allow close-out of the project. The total project is \$6,972,000. In addition, an amendment to the SANDAG FY 2013 Program Budget (as shown in Attachment 2) would be needed in order to pay Caltrans' final invoice for the SR 52 Managed Lanes project.

- **SR 76 Middle (CAL29)** – This amendment proposes to move federal Demonstration - Transportation Equity Act for the 21st Century (DEMO – TEA 21) funds currently programmed in FY 2009 to FY 2014 in order to obligate for the construction phase of this project. Total project remains at \$171,359,000.
- **SR-905 New Freeway (CAL38)** – This amendment proposes to revise funding between fiscal years by programming *TransNet* – Border funds in FY 2013 to allow payment. Total project remains at \$420,080,000.
- **Grouped Projects for Safety Improvements – SHOPP Collision Reduction (CR) Program (CAL46B)** – This amendment proposes to add funding for this grouped project listing. Total programmed increases to \$151,959,000.

- **I-805 High Occupancy Vehicle (HOV)/Managed Lanes – North (CAL78B)** – In February 2013, Caltrans provided SANDAG with revised apportionment for federal Congestion Mitigation and Air Quality (CMAQ) and RSTP programs which reduced SANDAG's available revenues. This amendment proposes to reduce CMAQ funds in FY 2013 and increase a like amount of CMAQ Conversion funds in FY 2014 in order to maintain the total approved budget. Total project remains at \$133,424,000.
- **I-805 HOV/Managed Lanes – South (CAL78C)** – In response to the reduction of RSTP funds, as noted above under CAL78B, this amendment proposes to reduce RSTP funding in FY 2013 and increasing RSTP Conversion funding FY 2016. Overall, however, this amendment also would increase the RSTP and reduce *TransNet*. Total project remains \$231,016,000.
- **Grade Separation at 10th Avenue Marine Terminal/Cesar Chavez Blvd. (CAL111)** – This amendment proposes to revise funding between phases by increasing funding for the right-of-way and construction phases of this project. Total project remains at \$5,353,000.
- **SR-78 Auxiliary Lanes and Nordahl Road Bridge at SR-78 (CAL120)** – This amendment proposes to revise *TransNet* – Major Corridor (MC) funds between fiscal years to allow for payment in FY 2013. Total project remains at \$25,947,000.

City of Carlsbad

- **Pavement Management – Overlay (CB20)** – This amendment proposes to increase funding in FY 2013 by adding *TransNet* – Local Street Improvement (LSI) Cash funds. Total project increases to \$22,815,000.

City of Coronado

- **Street and Road Preventive Maintenance; Minor Damage Repair (COR04)** – This amendment proposes to increase funding for this project by adding Local Funds. Total project increases to \$4,219,000.
- **Street and Road Major Rehabilitation; Major Drainage; Traffic Operations (COR07)** – This amendment proposes to increase funding for this project by adding *TransNet* – LSI and *TransNet* – LSI Carry over funds. Total project increases to \$10,243,000.
- **First Street Sidewalk (COR11)** – This amendment proposes to delete this project from the 2012 RTIP due to a change in the City's priority of projects.

City of Del Mar

- **Annual Street Maintenance (DM01)** – This amendment proposes to increase *TransNet* – LSI funding for this project. Total project increases to \$1,945,000.
- **Jimmy Durante Blvd. Northbound Lane (DM03)** – This amendment proposes to delay this project in the 2012 RTIP until funding becomes available. All funds have been removed.
- **Camino Del Mar Major Rehabilitation Projects (DM04)** – This amendment proposes to increase *TransNet* – LSI funding for this project. Total project increases to \$1,192,000.

City of Escondido

This amendment proposes to carry over the following projects from the prior 2010 RTIP:

- **Bear Valley/East Valley/Valley Center (ESC02)** – \$12,132,000
- **Centre City Parkway (ESC24)** – \$2,209,000
- **Maple Street Pedestrian Plaza (ESC27)** – \$2,191,000
- **Valley Boulevard Relocation (ESC36)** – \$1,668,000

This amendment proposes to increase funding for the following projects:

- **East Valley/Valley Center (ESC02A)** – \$8,942,000
- **Citracado Parkway II (ESC04)** – \$20,202,000
- **Street Rehabilitation and Resurface (ESC11)** – \$24,907,000
- **El Norte Parkway Bridge at Escondido Creek (ESC06)** – This amendment proposes to reduce *TransNet* – L (cash) and LSI Carry over funding and remove local funds from this project. Total project decreases to \$3,546,000.
- **Neighborhood Projects (ESC17)** – This amendment proposes to show this project as complete in the 2012 RTIP. Total project decreases to \$800,000.
- **Bear Valley Parkway North Contribution (ESC35)** – This amendment proposes to revise the funding source for FY 2013. Total project remains at \$200,000.

North County Transit District

- **Expanded Transit Service (NCTD34)** – This amendment proposes to add FTA JARC and NF programs including their matching funds to this project. Total project increases to \$276,474,000.

City of Oceanside

- **Oceanside Boulevard Bus Stop Americans with Disabilities Act of 1990 (ADA) Upgrades (O20)** – This amendment proposes to show this project as complete in the 2012 RTIP and to program \$18,000 of *TransNet* – LSI (Cash) as a final expenditure. Total project is \$198,000.
- **Traffic Management Center and Adaptive Traffic Signals (O25)** – This amendment proposes to increase *TransNet* – LSI funding in FY 2014. Total project increases to \$1,630,000.
- **Wisconsin Street Median (O32)** – This amendment proposes to add this new project, constructing a median at the rail crossing for the Oceanside Transit Center. This project will be incorporated with the SANDAG Oceanside Transit Center project (MPO ID: SAN116/CIP: 1239803). Total project is \$48,000.
- **Coast Highway Corridor Study (O33)** – This amendment proposes to add this new project which would fund a study reviewing the feasibility of reducing the four-lane roadway to two lanes, including bike lanes and on-street parking along Coast Highway between the San Luis Rey River bridge to the southern part of City limits. Total project is \$900,000.

San Diego Association of Governments

As stated above, the SANDAG Board of Directors approved the funding list for FTA Sections 5316 JARC and 5317 New Freedom programs. Below lists the projects for SANDAG for the approved JARC, New Freedom, and *TransNet* Senior Mini-Grant Program projects:

- **Grouped Projects for Operating Assistance – FTA Section 5317 New Freedom Program (SAN58)** – \$3,468,000
- **Grouped Projects for Operating Assistance – *TransNet* Senior Mini-Grant Program (SAN84)** – \$5,824,000
- **Grouped Projects for Operating Assistance – FTA Section 5316 JARC Program (SAN97A)** – \$656,000
- **Grouped Projects for Capital Purchases – FTA Section 5317 New Freedom Program (SAN179)** – \$1,247,000
- **Grouped Projects for Capital Purchases – FTA Section 5316 Job Access Reverse Commute (JARC) Program (SAN186)** – \$365,000
- **Grouped Projects for Bicycle and Pedestrian Facilities – (SAN21)** – This amendment proposes to carry over a project in this lump sum into the 2012 RTIP in order to allow the City of San Diego to draw down *TransNet* – LSI Carry over funds. Total programmed increases to \$34,638,000.
- **ITS Operating (SAN54)** – This amendment proposes to program *TransNet* – LSI funds to support the Regional Arterial Management System (RAMS) being implemented by SANDAG. Total project increases to \$19,227,000.
- **I-15 Integrated Corridor Management Project (ICM) (SAN94)** – This amendment proposes to carry over this project from the 2010 RTIP and add *TransNet* – MC from SAN54 to FY 2014. Total project increases to \$12,803,000.
- **Encinitas Grade-Separated Pedestrian Crossing (SAN145)** – This amendment proposes to revise funding between fiscal years. Total project remains at \$5,941,000.

County of San Diego

This amendment proposes to reduce funding for the following projects:

- **Dye Road Extension (CNTY34)** – \$14,027,000
- **Bear Valley Parkway North (CNTY39)** – \$19,809,000
- **Lonestar Road (CNTY66)** – \$727,000
- **South Santa Fe Avenue North (CNTY14)** – This amendment proposes to revise fund sources for this project. Total project remains at \$22,673,000.
- **Ramona Street Extension (CNTY35)** – This amendment proposes to increase *TransNet* – LSI funding for this project in FY 2015. Total project increases to \$4,506,000.

San Diego Metropolitan Transit System

As stated above, the SANDAG Board of Directors approved the funding list for FTA Sections 5316 JARC and 5317 New Freedom programs. The approved projects for MTS are reflected in the following projects:

- **Bus/Rail Support Facilities and Equipment (MTS30)** – \$100,128,000
- **JARC Operations (MTS43)** – \$10,802,000
- **Transit Service Operations (MTS23A)** – This amendment proposes to add FTA Section 5311 discretionary funds to this project. Total project increases to \$251,070,000.

City of San Diego

This amendment proposes to increase funding to the following projects:

- **Carmel Valley Road (SD31)** – \$6,041,000
- **Carroll Canyon Road (SD32)** – \$17,883,000
- **SR 163/Clairemont Mesa Blvd. Interchange (SD90)** – \$24,024,000
- **Skyline Drive – 58th Street to Sears Avenue (SD130)** – \$3,430,000
- **25th Street Renaissance (SD153)** – \$2,525,000
- **Maintenance and Non Congestion Relief Efforts (SD176)** – \$59,167,000
- **Juan Street Reconstruction (SD208)** – \$7,547,000
- **Holly Drive (SD212)** – \$2,000,000
- **Ruffin Road Bikeway (SD213)** – \$177,000
- **Stockton Street Lights (SD219)** – \$86,000

This amendment proposes to delete the following projects from the 2012 RTIP and have been removed from the City budget as approved by the City Council on March 8, 2013:

- **Division Street – Bryanview to 61st – Reconstruction (SD183)**
- **Safe Routes to School (SD211)**
- **Grandee Place and Pomerado Traffic Signal (SD217)**
- **Bernardo Trails and Pomerado Traffic Signal (SD218)**
- **Streetscape Improvements Project (SD92)** – This amendment proposes to carry over this project from the 2008 RTIP in order re-activate this project and begin requesting *TransNet* funds. Total project is \$3,920,000.
- **Ocean Beach Bike Path/Hotel Circle North Bikeway Design (SD136)** – This amendment proposes to carry over this project from the 2010 RTIP in order to draw down *TransNet* funds. Total project is \$479,000.
- **Palm Avenue Roadway Improvements (SD137)** – This amendment proposes to reduce funding for this project, however, the construction phase remains fully funded. Total project decreases to \$4,614,000.
- **34th and 35th at Madison Avenue Improvements (SD156)** – This amendment proposes to reduce funding by reducing *TransNet* – LSI Carry over funding. Total project decreases to \$1,616,000.

- **Saturn Boulevard Westside (SD184)** – This amendment proposes to carry over this project from the 2010 RTIP for inclusion into the 2012 RTIP. Total project is \$1,674,000.
- **FY 12 Asphalt Overlay Group I (SD215)** – This amendment proposes to revise the source of funding for this project by adding *TransNet* interest as *TransNet* – Local Streets and Roads (L) cash funding in FY 2013. Total project remains at \$10,000,000.
- **FY 12 Asphalt Overlay Group II (SD216)** – This amendment proposes to revise the source of funding for this project. Total project remains at \$3,377,000.

Various Agencies

- **Grouped Projects for *TransNet* Smart Growth Incentive Program (V10)** – This amendment proposes to increase funding by including an increase in local match programmed by the City of San Diego. Total project increases to \$7,090,000.

City of Vista

- **W. Vista Way Widening Construction – Phase I (VISTA08A)** – The environmental document has been completed for this project and the preferred option is the “no build” alternative because the City will not be able to obtain environmental clearance to acquire right of way or construct the project. This amendment proposes to remove funding from the construction phase and show this project as complete. Total project is reduced to \$250,000.
- **Maryland Drive Sidewalk (VISTA19)** – This amendment proposes to show this project as complete since this project has now been constructed. Total project is \$1,509,000.
- **Thibodo Road Curb and Landscaping (VISTA28)** – This amendment proposes to carry over this project from the 2008 RTIP in order to process a final payment. Total project remains at \$425,000.
- **Street Rehabilitation and Maintenance Annual Project 07/08 (VISTA30)** – This amendment proposes to reduce funding carry over this project from the 2010 RTIP in order to process a final payment. Total project decreases to \$7,327,000.
- **Street Rehabilitation and Maintenance (VISTA34)** – This amendment proposes to reduce funding by reconciling prior year actual payments of *TransNet* funds. Total project decreases to \$2,772,000.

Fiscal Constraint Analysis

Federal regulations require the 2012 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers.

Tables 2a through 2c (Attachment 4) provide updated program summaries including a comparison from the prior approved version. (Chapter 4 of the Final 2012 RTIP discusses, in detail, the financial capacity analysis of major program areas including discussion of available revenues.) Based upon the analysis, the projects contained within the 2012 RTIP, including Amendment No. 5, are reasonable when considering available funding sources.

Air Quality Analysis

On September 28, 2012, SANDAG found the 2012 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan (SIP) for the San Diego region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the 2050 San Diego Regional Transportation Plan: Our Region Our Future (2050 RTP) and the 2012 RTIP. The Federal Highway Administration and the FTA jointly approved the conformity determination for the 2012 RTIP and the conformity redetermination for the 2050 RTP on December 14, 2012.

The proposed amendment does not reflect a change in the design, concept, or scope of the project or the conformity analysis years as modeled for the regional emissions analysis of the 2012 RTIP and 2050 RTP. Projects in the 2012 RTIP Amendment No. 5 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). All capacity increasing projects in Amendment No. 5 were included in the quantitative emissions analysis conducted for the 2050 RTP and 2012 RTIP. All other projects not included in the air quality conformity analysis are either non-capacity increasing or are exempt from the requirement to determine conformity according to the Transportation Conformity Rule (40 CFR §93.126). SANDAG followed interagency consultation procedures to determine which projects are exempt. Amendment No. 5 does not interfere with the timely implementation of Transportation Control Measures. The 2012 RTIP, including Amendment No. 5, remains in conformance with the SIP.

ANDRÉ DOUZDJIAN
Director of Finance

Attachments: 1. Draft Resolution No. 2013-19: Approving Amendment No. 5 to the 2012 RTIP
2. Draft FY 2013 CIP 1205201 Budget Amendment
3. Draft Table 1: 2012 Regional Transportation Improvement Program - Amendment No. 5
4. Draft Tables 2a-2c: Fiscal Constraint Analysis

Key Staff Contact: Michelle Merino, (619) 595-5608, Michelle.Merino@sandag.org



401 B Street, Suite 800
 San Diego, CA 92101
 Phone (619) 699-1900 • Fax (619) 699-1905
www.sandag.org

RESOLUTION

NO. 2013-19

APPROVING AMENDMENT NO. 5 TO THE 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on September 28, 2012, SANDAG adopted the 2012 Regional Transportation Improvement Program (RTIP) and found the 2012 RTIP in conformance with the applicable State Implementation Plans (SIPs), and with the 2009 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on December 14, 2012, the United States Department of Transportation (USDOT) determined the 2012 RTIP and 2050 San Diego Regional Transportation Plan: *Our Region Our Future* (2050 RTP) in conformance to the applicable SIPs in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, member agencies have requested various changes to existing projects for inclusion into the 2012 RTIP as shown in Attachment 3; and

WHEREAS, this amendment is consistent with the metropolitan transportation planning regulations per 23 CFR Part 450; and

WHEREAS, this amendment is consistent with the 2050 RTP which conforms to the 2002 and 2004 SIPs and to the emissions budgets from the *Eight-Hour Ozone Attainment Plan for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency in 2008; and

WHEREAS, the regionally significant capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2050 RTP and the 2012 RTIP; and

WHEREAS, Amendment No. 5 to the 2012 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 5 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, all other projects in Amendment No. 5 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the 2012 RTIP Amendment No. 5 projects are fiscally constrained as shown in Tables 2a through 2c (Attachment 4); and

WHEREAS, the amendments are consistent with the Public Participation Policy adopted by the SANDAG Board of Directors; and

NOW THEREFORE

BE IT RESOLVED, that the SANDAG Board of Directors does hereby approve Amendment No. 5 to the 2012 RTIP; and

BE IT FURTHER RESOLVED, that SANDAG finds the 2012 RTIP, including Amendment No. 5, is consistent with the 2050 RTP, is in conformance with the applicable SIPs, and with the 2009 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 26th day of April 2013.

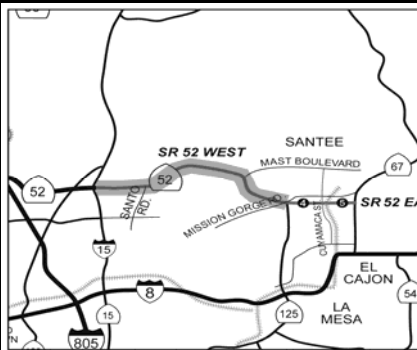
ATTEST: _____

CHAIRPERSON

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

Project Number: 1205201 RTIP Number: CAL26A Project Name: SR 52 Managed Lanes		Corridor Director: Gustavo Dallarda Project Manager: Ramon Martinez PM Phone Number: (619) 688-2516
PROJECT DESCRIPTION	SITE LOCATION	PROGRESS TO DATE
In San Diego and Santee from Interstate 15 to State Route 125.		Project Suspended
PROJECT FEATURES		MAJOR MILESTONES
Environmental document for SR 52 two reversible managed lane project.		Draft Environmental Document N/A Final Environmental Clearance N/A Ready to Advertise N/A Begin Construction N/A Open to Public N/A Close-Out N/A

SANDAG EXPENDITURE PLAN (\$000)

SANDAG EXPENDITURE PLAN (2005)														
TASK	PRIOR YEARS		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY21	TOTAL	
Administration	\$310	\$116	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310	\$116
Environmental Document	2,900	3,097	0	0	0	0	0	0	0	0	0	0	\$2,900	\$3,097
Design	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right of Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right of Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$3,210	\$3,213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,210	\$3,213

CALTRANS EXPENDITURE PLAN (\$000)

TRANSNET EXPENDITURE YEARS (2005)														
TASK	PRIOR YEARS		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21		TOTAL
Environmental Document	\$5,970	<u>\$3,759</u>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,970	<u>\$3,759</u>
Design	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right of Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right of Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$5,970	<u>\$3,759</u>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,970	<u>\$3,759</u>
Total SANDAG & Caltrans	\$9,180	<u>\$6,972</u>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,180	<u>\$6,972</u>
TransNet Pass Through	\$4,012	<u>\$2,853</u>	\$0	<u>\$906</u>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,012	<u>\$3,759</u>

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL	
FEDERAL:														
RSTP	\$2,253	<u>\$906</u>	\$0	(\$906)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,253	<u>\$0</u>
STATE:														
Caltrans	0	<u>149</u>	0	0	0	0	0	0	0	0	0	0	0	<u>149</u>
LOCAL:														
91000100 TransNet-MC	<u>6,927</u>	<u>5,917</u>	0	<u>906</u>	0	0	0	0	0	0	0	0	<u>6,927</u>	<u>6,823</u>
TOTAL:	\$9,180	\$6,972	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,180	\$6,972

DRAFT - Table 1
2012 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL26A								RTIP #:12-05			
Project Title: SR 52 HOV/Managed Lanes								EA NO: 26970			
Project Description: From I-805 to SR 125 - construct HOV/Managed Lanes								SANDAG ID: 1205201			
Change Reason: Carry over from 06-16, Reduce funding, Project Suspended											
RT:52 Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: \$6,972											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
State Cash	\$149	\$149						\$149			
TransNet - MC	\$6,823	\$5,917	\$906						\$6,823		
TOTAL	\$6,972	\$6,066	\$906						\$6,972		
PROJECT LAST AMENDED 06-16											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
RSTP	\$2,253	\$2,253						\$2,253			
TransNet - MC	\$6,927	\$6,927						\$6,927			
TOTAL	\$9,180	\$9,180						\$9,180			

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Caltrans

MPO ID: CAL29								RTIP #:12-05			
Project Title: SR 76 Middle								EA NO: 08010, 08017			
Project Description: From Melrose Dr. to So. Mission Rd. - in San Diego County in and near Oceanside - widen from 2 to 4 lanes								PPNO: 0759			
								RTP PG NO: A-9			
								SANDAG ID: 1207602			
								EARMARK NO: CA603/2719			
Change Reason: Revise funding between fiscal years											
RT:76	Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$171,359			Open to Traffic: Nov 2012								
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
DEMO - TEA 21	\$5,519	\$2,680	\$2,839						\$2,680	\$2,839	
HPP	\$4,000	\$4,000							\$4,000		
Other Fed - ARRA-RSTP	\$75,613	\$75,613								\$75,613	
RSTP	\$6,285	\$6,285						\$6,285			
STP	\$1,000	\$1,000						\$1,000			
TransNet - MC	\$53,144	\$47,294	\$3,855	\$1,212	\$347	\$304	\$132	\$9,506	\$35,876	\$7,762	
TransNet - REMP	\$12,000	\$2,000	\$4,000	\$6,000						\$12,000	
Local Funds	\$346	\$346								\$346	
TOTAL	\$157,907	\$139,218	\$7,855	\$10,051	\$347	\$304	\$132	\$16,791	\$42,556	\$98,560	

* State contribution of \$13.452M outside of RTIP

PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
DEMO - TEA 21	\$5,519	\$5,519							\$5,519	
HPP	\$4,000	\$4,000							\$4,000	
Other Fed - ARRA-RSTP	\$75,613	\$75,613								\$75,613
RSTP	\$6,285	\$6,285						\$6,285		
STP	\$1,000	\$1,000						\$1,000		
TransNet - MC	\$53,144	\$47,294	\$3,855	\$1,212	\$347	\$304	\$132	\$9,506	\$33,037	\$10,601
TransNet - REMP	\$12,000	\$2,000	\$4,000	\$6,000						\$12,000
Local Funds	\$346	\$346								\$346
TOTAL	\$157,907	\$142,057	\$7,855	\$7,212	\$347	\$304	\$132	\$16,791	\$42,556	\$98,560

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Caltrans

MPO ID: CAL38								RTIP #:12-05			
Project Title:		SR-905 New Freeway						EA NO: 093160			
Project Description:		From I-805 to Otay Mesa Port of Entry - construct 6-lane freeway (Phase 1). Toll Credits of \$267 will be used to match FY13 federal funds for the CON phase, Toll Credits of \$287 will be used to match FY14 federal funds for the CON phase						PPNO: 0374K RTP PG NO: A-6 SANDAG ID: 1390501 EARMARK NO: CA281, CA297, CA612, HPP 2813			
Change Reason:		Revise funding between fiscal years									
RT:905	Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$420,080 Open to Traffic: Aug 2012											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
CBI	\$105,342	\$105,342						\$105,342			
DEMO - Sec 115	\$3,000	\$3,000						\$3,000			
DEMO - TEA 21	\$40,485	\$40,485						\$40,485			
HPP	\$6,000	\$4,853		\$1,147				\$499		\$5,501	
Other Fed - ARRA-STP	\$73,931	\$73,931								\$73,931	
STP	\$1,000	\$1,000						\$1,000			
STP - Sec 117	\$1,067		\$1,067							\$1,067	
STIP-IIP Interstate	\$100,666	\$100,666						\$12,944	\$28,087	\$59,635	
STIP-IIP Prior NHS	\$6,406	\$6,406						\$1,976	\$4	\$4,426	
STIP-IIP Prior State Cash	\$12,966	\$12,966						\$7,000	\$5,966		
STIP-IIP State Cash	\$23,296	\$23,296						\$1,933	\$9,176	\$12,187	
STIP-RIP Interstate	\$20,974	\$20,974							\$11,912	\$9,062	
TCRP	\$23,365	\$23,365							\$23,365		
TransNet - Border	\$1,582	\$1,131	\$451							\$1,582	
TOTAL	\$420,080	\$417,415	\$1,518	\$1,147				\$24,352	\$228,337	\$167,391	
PROJECT LAST AMENDED 12-01											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
CBI	\$105,342	\$105,342						\$105,342			
DEMO - Sec 115	\$3,000	\$3,000						\$3,000			
DEMO - TEA 21	\$40,485	\$40,485						\$40,485			
HPP	\$6,000	\$4,853		\$1,147				\$499		\$5,501	
Other Fed - ARRA-STP	\$73,931	\$73,931								\$73,931	
STP	\$1,000	\$1,000						\$1,000			
STP - Sec 117	\$1,067		\$1,067							\$1,067	
STIP-IIP Interstate	\$100,666	\$100,666						\$12,944	\$28,087	\$59,635	
STIP-IIP Prior NHS	\$6,406	\$6,406						\$1,976	\$4	\$4,426	
STIP-IIP Prior State Cash	\$12,966	\$12,966						\$7,000	\$5,966		
STIP-IIP State Cash	\$23,296	\$23,296						\$1,933	\$9,176	\$12,187	
STIP-RIP Interstate	\$20,974	\$20,974							\$11,912	\$9,062	
TCRP	\$23,365	\$23,365							\$23,365		
TransNet - Border	\$1,582	\$1,582								\$1,582	
TOTAL	\$420,080	\$417,866	\$1,067	\$1,147				\$24,352	\$228,337	\$167,391	

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Caltrans

MPO ID: CAL46B								RTIP #:12-05			
Project Title:	Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program										
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers										
Change Reason:	Increase funding										
Capacity Status:NCI		Exempt Category:Safety - Pavement marking demonstration									
Est Total Cost: \$151,959											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
SHOPP - CR - NHS (AC)	\$6,960		\$6,960							\$6,960	
SHOPP - CR - STP (AC)	\$144,999		\$85,519	\$21,974	\$16,240	\$21,266			\$144,999		
TOTAL	\$151,959		\$85,519	\$28,934	\$16,240	\$21,266			\$151,959		
PROJECT LAST AMENDED 12-04											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
SHOPP - CR - NHS (AC)	\$6,960		\$6,960							\$6,960	
SHOPP - CR - STP (AC)	\$135,030		\$85,519	\$21,974	\$16,240	\$11,297			\$135,030		
TOTAL	\$141,990		\$85,519	\$28,934	\$16,240	\$11,297			\$141,990		

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Caltrans

MPO ID: CAL78B								RTIP #:12-05		
Project Title:	I-805 HOV/Managed Lanes - North							EA NO: 08163		
Project Description:	On I-805 from the I-805/SR 52 to Sorrento Valley, on SR 52 at the I-805/SR 52 separation - preliminary engineering for construction of managed lanes; design and construct Phase 1 - one High Occupancy Vehicle (HOV) lane in the median in each direction including the south facing Direct Access Ramps at Carroll Canyon Rd. Phase 1 Post Miles 23.3-26.7							PPNO: 0732 RTP PG NO: A-10 SANDAG ID: 1280503, 1280511		
Change Reason:	Revise funding between fiscal years									
RT:805	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$133,424			Open to Traffic: Dec 2015							
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
CMAQ	\$51,064	\$45,789	\$5,275					\$1,000		\$50,064
CMAQ - Conversion	\$13,524			\$13,524						\$13,524
RSTP	\$1,775	\$1,775						\$1,775		
Prop 1B - CMIA	\$40,638	\$40,638								\$40,638
Prop 1B - SLPP	\$1,358	\$1,358								\$1,358
TransNet - MC	\$25,065	\$7,796	\$7,443	\$3,793	\$4,186	\$1,702	\$145	\$11,860	\$6,228	\$6,977
TransNet - MC AC	\$0	\$13,524		\$(13,524)						
TOTAL	\$133,424	\$110,880	\$12,718	\$3,793	\$4,186	\$1,702	\$145	\$14,635	\$6,228	\$112,561
PROJECT LAST AMENDED 12-01										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
CMAQ	\$55,784	\$45,789	\$9,995					\$1,000		\$54,784
CMAQ - Conversion	\$8,804			\$8,804						\$8,804
RSTP	\$1,775	\$1,775						\$1,775		
Prop 1B - CMIA	\$40,638	\$40,638								\$40,638
Prop 1B - SLPP	\$1,358	\$1,358								\$1,358
TransNet - MC	\$25,065	\$7,796	\$7,443	\$3,793	\$4,186	\$1,702	\$145	\$11,860	\$6,228	\$6,977
TransNet - MC AC	\$0	\$12,804		\$(9,181)	\$(3,623)					
TOTAL	\$133,424	\$110,160	\$17,438	\$3,416	\$563	\$1,702	\$145	\$14,635	\$6,228	\$112,561

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Caltrans

MPO ID: CAL78C								RTIP #:12-05		
Project Title:	I-805 HOV/Managed Lanes - South						EA NO: 08161			
Project Description:	From Palomar Street to Landis Street - environmental document for I-805 widening in San Diego, Chula Vista, and National City from Palomar Street to State Route 94; design and construct 2 High Occupancy Vehicle (HOV) lanes in the median of I-805 including a Direct Access Ramp (DAR) at Palomar Street; design and construct one auxiliary lane on northbound I-805 from Grove Street to 16th Street in National City; design and construct one auxiliary lane on southbound I-805 from 20th Street to Plaza Boulevard in National City; design one HOV lane in each direction from Hilltop Drive to Landis Street and a direct HOV connector from I-805 to I-15. Toll Credits of \$1,529 will be used to match FY13 federal funds for the PE phase, Toll Credits of \$453 will be used to match FY14 federal funds for the ROW phase, Toll Credits of \$1,575 will be used to match FY15 federal funds for the CON phase						PPNO: 0730 RTP PG NO: A-17 SANDAG ID: 1280501, 1280510			
Change Reason:	Revise Fund Source, Revise funding between fiscal years									
RT:805	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$231,016 Open to Traffic: Dec 2019										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
IM	\$975	\$975						\$975		
RSTP	\$13,406	\$9,661	\$3,745					\$13,406		
RSTP - Conversion	\$23,713					\$23,713		\$8,055	\$3,500	\$12,158
Prop 1B - CMIA	\$56,763	\$56,763								\$56,763
TransNet - MC	\$135,937	\$29,010	\$49,878	\$32,011	\$21,132	\$3,906		\$44,562	\$18,378	\$72,997
TransNet - MC AC	\$0		\$8,055	\$3,500	\$12,158	\$(23,713)				
TransNet - Transit	\$42	\$42						\$42		
Local Funds	\$180	\$180						\$180		
TOTAL	\$231,016	\$96,631	\$61,678	\$35,511	\$33,290	\$3,906		\$67,220	\$21,878	\$141,918
PROJECT LAST AMENDED 12-01										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
IM	\$975	\$975						\$975		
RSTP	\$15,661	\$9,661	\$6,000					\$15,661		
RSTP - Conversion	\$4,000					\$4,000		\$4,000		
Prop 1B - CMIA	\$56,763	\$56,763								\$56,763
TransNet - MC	\$153,395	\$29,010	\$51,678	\$35,511	\$33,290	\$3,906		\$46,362	\$21,878	\$85,155
TransNet - MC AC	\$0				\$4,000	\$(4,000)				
TransNet - Transit	\$42	\$42						\$42		
Local Funds	\$180	\$180						\$180		
TOTAL	\$231,016	\$96,631	\$57,678	\$35,511	\$37,290	\$3,906		\$67,220	\$21,878	\$141,918

**2012 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL111								RTIP #:12-05			
Project Title:	Grade Separation At 10th Ave Marine Terminal/Cesar Chavez Blvd.							EA NO: 297700			
Project Description:	10th Avenue and Harbor Drive from 10th Ave./Cesar Chavez - Marine Terminal to Harbor Drive - Port of San Diego Access Improvement and Truck Route to I-5 and I-15							RTP PG NO: B-5, B-1			
								SANDAG ID: 1300701			
Change Reason:	Revise funding between phases							EARMARK NO: CA588/2618			
Capacity Status:		NCI Exempt Category:Safety - Railroad/highway crossing									
Est Total Cost: \$5,353											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
HPP	\$360	\$360						\$360			
Prop 1B - TCIF	\$1,550		\$1,550								\$1,550
Local Funds	\$3,443	\$1,827	\$1,616						\$1,641	\$186	\$1,616
TOTAL	\$5,353	\$2,187	\$3,166						\$2,001	\$186	\$3,166
PROJECT LAST AMENDED 12-00											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
HPP	\$360	\$360						\$360			
Prop 1B - TCIF	\$1,550		\$1,550								\$1,550
Local Funds	\$3,443	\$1,888	\$503	\$508	\$508	\$36		\$2,148	\$482	\$813	
TOTAL	\$5,353	\$2,248	\$2,053	\$508	\$508	\$36		\$2,508	\$482	\$2,363	

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Caltrans

MPO ID: CAL120								RTIP #:12-05		
Project Title:	SR-78 Auxiliary Lanes & Nordahl Road Bridge at SR-78							EA NO: 29310		
Project Description:	SR-78 from I-15 to Nordahl Rd-, Nordahl Rd from Mission Ave to Montiel Rd - cities of Escondido and San Marcos, Phase 1: widen southbound I-15 to westbound SR78 ramp; construct westbound auxiliary lane on SR78; widen westbound SR78 off ramp to Nordahl Road. On Nordahl Road from Mission Rd. to Montiel Rd., Phase 2: Replace the Nordahl Road Overcrossing to increase clearance and provide additional 14-feet of structure width necessary to facilitate the required construction staging of the project. The additional width of the overcrossing will accommodate operational improvements through left-turn storage at the ramp intersections; widen Nordahl Road to provide a dedicated right-turn lane onto Montiel Rd. (No additional lanes)							RTP PG NO: A-5 SANDAG ID: 1201510		
Change Reason:	Revise funding between fiscal years									
RT:78	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$25,947			Open to Traffic: Phase 1: Jan 2012				Phase 2: Nov 2012			
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
DEMO - TEA 21	\$578	\$382	\$196							\$578
HSIP	\$827	\$827								\$827
TCSP	\$500	\$500								\$500
SHOPP Augmentation - Mobility	\$7,763	\$7,763							\$90	\$7,673
SHOPP-State Cash-Mobility	\$200	\$200							\$200	
TransNet - MC	\$16,079	\$7,761	\$5,834	\$669	\$144	\$27	\$1,644	\$1,771		\$14,308
TOTAL	\$25,947	\$17,433	\$6,030	\$669	\$144	\$27	\$1,644	\$1,771	\$290	\$23,886
* Joint project with the cities of San Marcos (SM44) and Escondido (ESC13)										
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
DEMO - TEA 21	\$578	\$382	\$196							\$578
HSIP	\$827	\$827								\$827
TCSP	\$500	\$500								\$500
SHOPP Augmentation - Mobility	\$7,763	\$7,763							\$90	\$7,673
SHOPP-State Cash-Mobility	\$200	\$200							\$200	
TransNet - MC	\$16,079	\$7,761	\$3,541	\$669	\$144	\$27	\$3,937	\$1,771		\$14,308
TOTAL	\$25,947	\$17,433	\$3,737	\$669	\$144	\$27	\$3,937	\$1,771	\$290	\$23,886

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Carlsbad, City of

MPO ID: CB20

RTIP #:12-05

Project Title:	Pavement Management - Overlay	TransNet - LSI: CR
Project Description:	Street locations by year as follows: FY 12/13 roadways - Carlsbad Blvd., Cannon Road, Avenida Encinas, Paseo del Norte, Armada Drive, Faraday Avenue, El Camino Real, Palmer Way and College Blvd., FY 13/14 roadways - Carlsbad Blvd., Avenida Encinas, Paseo Del Norte, Aviara Parkway, Alga Road, Batiquitos Drive, Poinsettia, El Camino Real, Alicante, and El Fuerte and Melrose Drive, FY 14/15 roadways - El Camino Real, Rancho Santa Fe Road, La Costa Avenue and Calle Barcelona, FY 15/16 Carlsbad Blvd., Carlsbad Village Drive, Grand Avenue, State Street, Jefferson Street Street, Chestnut Avenue, Kelly Dr., Park Drive, Tamarack Avenue and College Blvd. - pavement overlay and roadway repairs; to be implemented in a series of zones throughout the city	
Change Reason:	Increase funding, Revise Fund Source	

Capacity Status:NCI

Exempt Category:Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **\$22,815**

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L (Cash)	\$946	\$946								\$946
TransNet - LSI	\$1,115		\$1,115							\$1,115
TransNet - LSI (Cash)	\$34		\$34							\$34
TransNet - LSI Carry Over	\$7,620	\$1,940	\$775	\$1,830	\$1,575	\$1,500				\$7,620
Local Funds	\$13,100	\$7,095	\$1,310	\$1,370	\$1,625	\$1,700				\$13,100
TOTAL	\$22,815	\$9,981	\$3,234	\$3,200	\$3,200	\$3,200				\$22,815

PROJECT LAST AMENDED 12-00

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L (Cash)	\$946	\$946								\$946
TransNet - LSI	\$1,115		\$1,115							\$1,115
TransNet - LSI Carry Over	\$7,620	\$1,940	\$775	\$1,830	\$1,575	\$1,500				\$7,620
Local Funds	\$13,100	\$7,095	\$1,310	\$1,370	\$1,625	\$1,700				\$13,100
TOTAL	\$22,781	\$9,981	\$3,200	\$3,200	\$3,200	\$3,200				\$22,781

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Coronado, City of

MPO ID: COR04								RTIP #:12-05				
Project Title:	Street and Road Preventive Maintenance; Minor Drainage Repair							TransNet - LSI: Maint				
Project Description:	D, E, F, G, H, and Pomona Avenue - preventive maintenance such as slurry seal, crack sealing, and minor drainage repair											
Change Reason:	Increase funding, Revise funding between fiscal years											
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation	
Est Total Cost: \$4,219												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - L	\$1,581	\$1,581						\$138		\$1,443		
TransNet - LSI	\$206	\$206						\$36		\$170		
TransNet - LSI Carry Over	\$39	\$39								\$39		
Local Funds	\$2,393	\$906	\$228	\$302	\$311	\$320	\$326	\$158		\$2,235		
TOTAL	\$4,219	\$2,732	\$228	\$302	\$311	\$320	\$326	\$332		\$3,887		
PROJECT LAST AMENDED 12-00												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - L	\$1,581	\$1,581						\$138		\$1,443		
TransNet - LSI	\$206	\$206						\$36		\$170		
TransNet - LSI Carry Over	\$39	\$39								\$39		
Local Funds	\$1,837	\$906	\$228	\$219	\$256	\$228		\$121		\$1,716		
TOTAL	\$3,663	\$2,732	\$228	\$219	\$256	\$228		\$295		\$3,368		

MPO ID: COR07								RTIP #:12-05		
Project Title:	Street and Road Major Rehabilitation; Major Drainage; Traffic Operations							TransNet - LSI: CR		
Project Description:	3rd Street (Between Pomona and Glorietta) - Rehabilitation of roadways including removal and replacement of severely damaged areas, grinding and overlays of 1 1/2"									
Change Reason:	Increase funding, Revise funding between fiscal years									
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$10,243										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$1,665	\$1,665						\$165		\$1,500
TransNet - LSI	\$3,857	\$981	\$522	\$545	\$575	\$603	\$630	\$867		\$2,990
TransNet - LSI Carry Over	\$1,780	\$1,228	\$551					\$54		\$1,726
Local Funds	\$2,941	\$1,691	\$250	\$250	\$250	\$250	\$250	\$63		\$2,878
TOTAL	\$10,243	\$5,565	\$1,323	\$795	\$825	\$853	\$880	\$1,149		\$9,094
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$1,665	\$1,665						\$165		\$1,500
TransNet - LSI	\$3,791	\$981	\$509	\$534	\$562	\$589	\$615	\$869		\$2,922
TransNet - LSI Carry Over	\$1,696	\$1,228	\$467					\$54		\$1,642
Local Funds	\$2,941	\$1,691	\$250	\$250	\$250	\$250	\$250	\$63		\$2,878
TOTAL	\$10,093	\$5,565	\$1,226	\$784	\$812	\$839	\$865	\$1,151		\$8,942

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Coronado, City of

DELETED

MPO ID: COR11

RTIP #:12-05

Project Title: First Street Sidewalk

Project Description: First Street from D Avenue to H Avenue - install new sidewalk and landscaping along the north side of First Street adjacent to the frontage road from D Avenue to H Avenue.

Change Reason: Delete project

Capacity Status:NCI

Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **\$0**

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TOTAL										

PROJECT LAST AMENDED 12-00

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$125			\$125				\$10		\$115
TOTAL	\$125			\$125				\$10		\$115

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Del Mar, City of

MPO ID: DM01								RTIP #:12-05		
Project Title: Annual Street Maintenance								TransNet - LSI: Maint		
Project Description: Citywide - Citywide - resurface and/or rehabilitate roadways										
Change Reason: Increase funding										
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,945										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$831	\$831								\$831
TransNet - LSI	\$524	\$200	\$60	\$62	\$65	\$67	\$70			\$524
Local Funds	\$590	\$590								\$590
TOTAL	\$1,945	\$1,621	\$60	\$62	\$65	\$67	\$70			\$1,945
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$831	\$831								\$831
TransNet - LSI	\$493	\$200	\$54	\$56	\$59	\$61	\$63			\$493
Local Funds	\$590	\$590								\$590
TOTAL	\$1,914	\$1,621	\$54	\$56	\$59	\$61	\$63			\$1,914

DELAYED

MPO ID: DM03								RTIP #:12-05		
Project Title: Jimmy Durante Blvd. Northbound lane								TransNet - LSI: CR		
Project Description: Jimmy Durante Blvd. from Camino Del Mar to South of San Dieguito Drive - pedestrian, bicycle, and roadway improvements										
Change Reason: Delay project										
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$0										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$0									
TOTAL										
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$290						\$143	\$147	\$290	
TOTAL	\$290						\$143	\$147	\$290	

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Del Mar, City of

MPO ID: DM04								RTIP #:12-05				
Project Title:		Camino Del Mar Major Rehabilitation Projects						TransNet - LSI: CR				
Project Description:		multiple locations along Camino del Mar - pedestrian, bicycle, and roadway improvements										
Change Reason:		Increase funding										
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation	
Est Total Cost: \$1,192												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - LSI	\$1,192	\$440	\$139	\$144	\$151	\$157	\$161			\$1,192		
TOTAL	\$1,192	\$440	\$139	\$144	\$151	\$157	\$161			\$1,192		
PROJECT LAST AMENDED 12-00												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - LSI	\$836	\$440	\$127	\$132	\$137					\$836		
TOTAL	\$836	\$440	\$127	\$132	\$137					\$836		

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Escondido, City of

MPO ID: ESC02								RTIP #:12-05		
Project Title:	Bear Valley/East Valley/Valley Center							RAS (TA 7-44)		
Project Description:	Bear Valley/East Valley from Citrus Avenue to Beven Drive - realignment and widening from 2 to 4 lanes							TransNet - LSI: CR		
Change Reason:	Carry over from 10-14									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$12,132			Open to Traffic: Jul 2010							
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
RSTP	\$7,969	\$7,969						\$1,771	\$6,198	
TransNet - L (Cash)	\$111	\$111								\$111
TransNet - LSI (Cash)	\$1,129	\$1,129							\$1,129	
TransNet - LSI Carry Over	\$1,892		\$1,892							\$1,892
Local Funds	\$1,031	\$1,031						\$229	\$802	
TOTAL	\$12,132	\$10,240	\$1,892					\$2,000	\$8,129	\$2,003
PROJECT LAST AMENDED 10-14										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
RSTP	\$7,969	\$7,969						\$1,771	\$6,198	
TransNet - LSI	\$300	\$300								\$300
TransNet - LSI (Cash)	\$1,129	\$1,129							\$1,129	
Local Funds	\$2,431	\$2,431						\$229	\$802	\$1,400
TOTAL	\$11,829	\$11,829						\$2,000	\$8,129	\$1,700

MPO ID: ESC02A								RTIP #:12-05			
Project Title:	East Valley/Valley Center							EARMARK NO: CA332/260 RAS (TA 4-67) <i>TransNet</i> - LSI: CR			
Project Description:	East Valley Pkwy to Valley Center Dr, New Eureka Ranch St to E. Valley Pkwy - widen roadway from 4 to 6 lanes with raised medians and left turn pockets; modify signal at Lake Wohlford and Valley Center Road; widen bridge over Escondido Creek										
Change Reason:	Increase funding, Revise funding between fiscal years										
	Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$8,942 Open to Traffic: Dec 2017											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
HPP	\$1,600	\$1,600							\$1,600		
<i>TransNet</i> - LSI	\$5,010					\$2,446	\$2,564			\$5,010	
<i>TransNet</i> - LSI (Cash)	\$346		\$346							\$346	
<i>TransNet</i> - LSI Carry Over	\$400		\$400						\$400		
Local Funds	\$1,586	\$1,586						\$500		\$1,086	
TOTAL	\$8,942	\$3,186	\$746			\$2,446	\$2,564	\$500	\$2,000	\$6,442	
PROJECT LAST AMENDED 12-00											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
HPP	\$1,600	\$1,600							\$1,600		
<i>TransNet</i> - LSI	\$5,410	\$400				\$2,446	\$2,564		\$400	\$5,010	
Local Funds	\$1,586	\$1,586						\$500		\$1,086	
TOTAL	\$8,596	\$3,586				\$2,446	\$2,564	\$500	\$2,000	\$6,096	

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Escondido, City of

MPO ID: ESC04								RTIP #:12-05		
Project Title:	Citracado Parkway II							RAS (TA 4-67)		
Project Description:	Citracado Parkway from West Valley to Harmony Grove - widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek							TransNet - LSI: CR		
Change Reason:	Add new funding source, Increase funding									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$20,202			Open to Traffic: Jan 2015							
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
HUD	\$908	\$908						\$908		
TransNet - L	\$581	\$581							\$581	
TransNet - LSI	\$1,680		\$1,680							\$1,680
TransNet - LSI (Cash)	\$988		\$988							\$988
TransNet - LSI Carry Over	\$20		\$20							\$20
Local Funds	\$16,025	\$14,230	\$1,795					\$839	\$1,000	\$14,186
TOTAL	\$20,202	\$15,719	\$4,483					\$1,747	\$1,581	\$16,874
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
HUD	\$908	\$908						\$908		
TransNet - L	\$581	\$581							\$581	
TransNet - LSI	\$1,680		\$1,680							\$1,680
Local Funds	\$14,970	\$14,230	\$740					\$839	\$1,000	\$13,131
TOTAL	\$18,139	\$15,719	\$2,420					\$1,747	\$1,581	\$14,811

MPO ID: ESC06								RTIP #:12-05				
Project Title:			El Norte Parkway Bridge at Escondido Creek					RAS (TA 4-68)				
Project Description:			El Norte Parkway from Kaile Lane to Key Lime Way - construct missing two lane bridge at Escondido Creek					TransNet - LSI: CR				
Change Reason:			Reduce funding									
Capacity Status:CI			Exempt Category:Non-Exempt									
Est Total Cost: \$3,546											Open to Traffic: Dec 2013	
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - L	\$2,000	\$2,000						\$50		\$1,950		
TransNet - L (Cash)	\$167		\$167							\$167		
TransNet - LSI	\$300		\$300							\$300		
TransNet - LSI (Cash)	\$808		\$808							\$808		
TransNet - LSI Carry Over	\$271		\$271							\$271		
TOTAL	\$3,546	\$2,000	\$1,546					\$50		\$3,496		
PROJECT LAST AMENDED 12-00												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - L	\$2,000	\$2,000						\$50		\$1,950		
TransNet - L (Cash)	\$1,950	\$1,950								\$1,950		
TransNet - LSI	\$300		\$300							\$300		
TransNet - LSI Carry Over	\$350		\$350							\$350		
Local Funds	\$650	\$650								\$650		
TOTAL	\$5,250	\$4,600	\$650					\$50		\$5,200		

Tuesday, April 9, 2013

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Escondido, City of

MPO ID: ESC11								RTIP #:12-05		
Project Title:	Street Rehabilitation & Resurface							TransNet - LSI: Maint		
Project Description:	Citywide - reconstruction, resurfacing, chip sealing, crack filling, sidewalk repair									
Change Reason:	Increase funding, Revise Fund Source									
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$24,907										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$1,904	\$1,904								\$1,904
TransNet - L (Cash)	\$961	\$961								\$961
TransNet - LSI	\$3,936	\$978	\$916	\$292		\$1,048	\$702			\$3,936
TransNet - LSI Carry Over	\$3,598	\$499	\$3,099							\$3,598
Local Funds	\$14,508	\$7,768	\$6,740					\$300		\$14,208
TOTAL	\$24,907	\$12,110	\$10,755	\$292		\$1,048	\$702	\$300		\$24,607
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$1,904	\$1,904								\$1,904
TransNet - L (Cash)	\$1,500	\$1,500								\$1,500
TransNet - LSI	\$3,624	\$978	\$896			\$1,048	\$702			\$3,624
TransNet - LSI Carry Over	\$3,598	\$499		\$3,099						\$3,598
Local Funds	\$7,768	\$7,768						\$300		\$7,468
TOTAL	\$18,394	\$12,649	\$896	\$3,099		\$1,048	\$702	\$300		\$18,094

COMPLETED

MPO ID: ESC17

RTIP #:12-05

Project Title:

Neighborhood Projects

Project Description:

Citywide - curb & gutter, sidewalks, street lights and other misc. street improvements

Change Reason:

Complete project

TransNet - LSI: CR

Capacity Status:NCI

Exempt Category:Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: \$800

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$350	\$350								\$350
TransNet - L (Cash)	\$50	\$50								\$50
TransNet - LSI Carry Over	\$0									
Local Funds	\$400	\$200	\$200							\$400
TOTAL	\$800	\$600	\$200							\$800

PROJECT LAST AMENDED 12-00

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$350	\$350								\$350
TransNet - L (Cash)	\$50	\$50								\$50
TransNet - LSI Carry Over	\$1,400		\$1,400					\$200		\$1,200
Local Funds	\$400	\$200	\$200							\$400
TOTAL	\$2,200	\$600	\$1,600					\$200		\$2,000

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Escondido, City of

MPO ID: ESC24								RTIP #:12-05		
Project Title:		Centre City Parkway						RAS (TA 7-44)		
Project Description:		Centre City Parkway from Mission Road to SR 78 - widen 4 lanes to 6 lanes with intersection improvements						TransNet - LSI: CR		
Change Reason:		Carry over from 10-14								
		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$2,209 Open to Traffic: Jun 2014										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$974	\$974								\$974
TransNet - L (Cash)	\$663	\$271	\$393							\$663
TransNet - LSI Carry Over	\$300		\$300							\$300
Local Funds	\$272	\$272						\$272		
TOTAL	\$2,209	\$1,517	\$693					\$272		\$1,937
PROJECT LAST AMENDED 10-14										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$974	\$974								\$974
TransNet - L (Cash)	\$271	\$271								\$271
TransNet - LSI	\$300	\$300								\$300
Local Funds	\$846	\$846						\$300	\$100	\$446
TOTAL	\$2,391	\$2,391						\$300	\$100	\$1,991

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Escondido, City of

MPO ID: ESC27								RTIP #:12-05			
Project Title:		Maple Street Pedestrian Plaza						TransNet - LSI: CR			
Project Description:		Maple Street from 2nd Ave to Valley Parkway - reconstruct from 2-lane through street to a short two-lane cul-de-sac ending in large pedestrian plaza									
Change Reason:		Carry over from 10-30									
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: \$2,191											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
STIP-RIP STP TE	\$837	\$837								\$837	
STIP-RIP State Cash	\$108	\$108								\$108	
TransNet - L (Cash)	\$400	\$400								\$400	
TransNet - LSI (Cash)	\$343	\$309	\$34								\$343
TransNet - LSI Carry Over	\$273		\$273								\$273
Local Funds	\$230	\$230						\$230			
TOTAL	\$2,191	\$1,884	\$307						\$230		\$1,961
PROJECT LAST AMENDED 10-30											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
STIP-RIP STP TE	\$837	\$837								\$837	
STIP-RIP State Cash	\$108	\$108								\$108	
TransNet - LSI	\$200	\$200						\$200			
TransNet - LSI (Cash)	\$309	\$309								\$309	
TransNet - LSI Carry Over	\$800	\$800						\$800			
Local Funds	\$230	\$230						\$230			
TOTAL	\$2,484	\$2,484						\$1,230		\$1,254	

MPO ID: ESC35								RTIP #:12-05		
Project Title:	Bear Valley Parkway North Contribution							RAS (TA 4-73)		
Project Description:	Bear Valley Parkway from San Pasqual Valley Road to Boyle Avenue - Bear Valley Parkway from San Pasqual Valley Road to Boyle Avenue contribution - (CNTY39)							TransNet - LSI: CR		
Change Reason:	Revise Fund Source									
	Capacity Status:NCI		Exempt Category:Other - Non construction related activities							
Est Total Cost: \$200										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$100		\$100							\$100
TransNet - LSI Carry Over	\$100		\$100					\$100		
TOTAL	\$200		\$200					\$100		\$100
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$200	\$100	\$100					\$100		\$100
TOTAL	\$200	\$100	\$100					\$100		\$100

**2012 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC36								RTIP #:12-05					
Project Title:	Valley Boulevard Relocation							TransNet - LSI: CR					
Project Description:	S. Valley Boulevard from Grand Ave to East Valley Boulevard - realign the east-bound, one-way couplet currently on Valley Boulevard to Ivy Street and Grand Avenue; includes new pavement, curbs and gutters, sidewalks, street lights, traffic signals, storm drains, and relocating water lines as needed to accommodate the future vacation of Valley Boulevard ; this project will facilitate the Palomar Pomerado Hospital project												
Change Reason:	Carry over from 10-30												
Capacity Status:		NCI		Exempt Category:							All Projects - Interchange reconfiguration projects		
Est Total Cost: \$1,668													
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON			
TransNet - LSI Carry Over	\$1,668					\$1,668		\$250		\$1,418			
TOTAL	\$1,668					\$1,668		\$250		\$1,418			
PROJECT LAST AMENDED 10-30													
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON			
TransNet - LSI	\$1,668	\$1,668						\$250		\$1,418			
TOTAL	\$1,668	\$1,668						\$250		\$1,418			

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

North County Transit District

MPO ID: NCTD34								RTIP #:12-05		
Project Title: Expanded Transit Service										
Project Description: NCTD service area - operating support for existing fixed route and rail transit service, including intercity bus and rural services										
Change Reason: Increase funding										
Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$276,474										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5311	\$3,237	\$707	\$506	\$506	\$506	\$506	\$506	\$3,237		
FTA 5316 - JARC	\$1,493	\$1,430	\$63					\$1,493		
FTA 5317 - NF	\$626	\$426	\$200					\$626		
STA	\$36,895	\$4,919	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$36,895		
TransNet - TSI	\$63,317	\$15,681	\$8,323	\$9,028	\$9,586	\$10,093	\$10,606	\$63,317		
Local Funds	\$170,906	\$47,381	\$13,829	\$24,922	\$26,582	\$28,136	\$30,056	\$170,906		
TOTAL	\$276,474	\$70,544	\$29,316	\$40,851	\$43,069	\$45,130	\$47,563	\$276,474		
PROJECT LAST AMENDED 12-03										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5311	\$3,237	\$707	\$506	\$506	\$506	\$506	\$506	\$3,237		
FTA 5316 - JARC	\$1,430	\$1,430						\$1,430		
FTA 5317 - NF	\$426	\$426						\$426		
STA	\$36,895	\$4,919	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$36,895		
TransNet - TSI	\$63,317	\$15,681	\$8,323	\$9,028	\$9,586	\$10,093	\$10,606	\$63,317		
Local Funds	\$170,906	\$47,381	\$13,829	\$24,922	\$26,582	\$28,136	\$30,056	\$170,906		
TOTAL	\$276,211	\$70,544	\$29,053	\$40,851	\$43,069	\$45,130	\$47,563	\$276,211		

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Oceanside, City of

COMPLETED

MPO ID: O20								RTIP #:12-05		
Project Title:	Oceanside Boulevard Bus Stop Americans with Disabilities Act (ADA) Upgrades							RAS (TA 7-45) <i>TransNet</i> - LSI: Maint		
Project Description:	Oceanside Boulevard from I-5 to El Camino Real - acquire right-of-way and construct wider sidewalk and bus stop waiting pads to allow NCTD buses to deploy wheelchair lifts									
Change Reason:	Complete project									
	Capacity Status:NCI		Exempt Category:Mass Transit - Construction of small passenger shelters and information kiosks							
Est Total Cost: \$198										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - LSI (Cash)	\$18		\$18							\$18
<i>TransNet</i> - LSI Carry Over	\$180	\$180						\$50	\$50	\$80
TOTAL	\$198	\$180	\$18					\$50	\$50	\$98
PROJECT LAST AMENDED 10-30										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$180	\$180						\$50	\$50	\$80
TOTAL	\$180	\$180						\$50	\$50	\$80

MPO ID: O25								RTIP #:12-05		
Project Title:	Traffic Management Center and Adaptive Traffic Signals							TransNet - LSI: CR		
Project Description:	College Boulevard and El Camino Real, College Boulevard and SR-78, El Camino Real and SR-78, Oceanside Boulevard and El Camino Real, College Boulevard and North River Road, Mission Avenue and El Camino Real, Coast Highway and Mission Avenue, Coast Highway and Oceanside Boulevard - in the City of Oceanside, installation of a new traffic management center (TMC) to conduct real time traffic monitoring and demand-based adaptive control of traffic signals									
Change Reason:	Increase funding									
Capacity Status:		NCI		Exempt Category:Other - Traffic signal synchronization projects						
Est Total Cost: \$1,630										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
ARRA - DOE	\$280	\$280								\$280
TransNet - LSI	\$900	\$400	\$400	\$100						\$900
TransNet - LSI Carry Over	\$450	\$450								\$450
TOTAL	\$1,630	\$1,130	\$400	\$100						\$1,630
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
ARRA - DOE	\$280	\$280								\$280
TransNet - LSI	\$800	\$400	\$400							\$800
TransNet - LSI Carry Over	\$450	\$450								\$450
TOTAL	\$1,530	\$1,130	\$400							\$1,530

**2012 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O32								RTIP #:12-05		
Project Title:	Wisconsin Street Median							TransNet - LSI: CR		
Project Description:	Wisconsin Street from Railroad ROW to Cleveland Street - in Oceanside, on Wisconsin Street between the coastal railroad right-of-way and Cleveland Street, construct a raised median to prevent vehicles from going around the railroad crossing gate; in conjunction with the Oceanside Transit Center Third Track Project									
Change Reason:	New project									
	Capacity Status:NCI		Exempt Category:Safety - Railroad/highway crossing							
Est Total Cost: \$48										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$48			\$48						\$48
TOTAL	\$48			\$48						\$48

MPO ID: O33								RTIP #:12-05		
Project Title:		Coast Highway Corridor Study						TransNet - LSI: CR		
Project Description:		Coast Highway from San Luis Rey River bridge to Southerly city limit - In Oceanside, on Coast Highway from the bridge over the San Luis Rey River to the southerly city limit, reduce the four-lane roadway to two lanes with bike lanes, on-street parking and roundabouts at some intersections.								
Change Reason:		New project								
		Capacity Status:NCI		Exempt Category:Other - Engineering studies						
Est Total Cost: \$900										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L (Cash)		\$297		\$297				\$297		
TransNet - LSI Carry Over		\$603		\$603				\$603		
TOTAL		\$900		\$900				\$900		

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN21								RTIP #:12-05		
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities									
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)									
Change Reason:	Increase funding									
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$34,638										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
STIP-RIP STP TE	\$1,316	\$92	\$1,224							\$1,316
TransNet - B	\$2,371	\$2,371								\$2,371
TransNet - BPNS	\$9,676	\$2,109	\$3,338	\$3,999	\$230					\$9,676
TransNet - L (Cash)	\$16		\$16							\$16
TransNet - LSI	\$1,215		\$815	\$200	\$200					\$1,215
TransNet - LSI Carry Over	\$100		\$100							\$100
Local Funds	\$14,170	\$10,647	\$1,396	\$2,027	\$100					\$14,170
TDA - Bicycles	\$5,774	\$1,508	\$1,792	\$2,469	\$5					\$5,774
TOTAL	\$34,638	\$16,727	\$8,681	\$8,695	\$535					\$34,638
PROJECT LAST AMENDED 12-01										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
STIP-RIP STP TE	\$1,316	\$92	\$1,224							\$1,316
TransNet - B	\$1,624	\$1,624								\$1,624
TransNet - BPNS	\$9,676	\$2,109	\$3,338	\$3,999	\$230					\$9,676
TransNet - L (Cash)	\$16		\$16							\$16
TransNet - LSI	\$1,200		\$800	\$200	\$200					\$1,200
TransNet - LSI Carry Over	\$100		\$100							\$100
Local Funds	\$14,170	\$10,647	\$1,396	\$2,027	\$100					\$14,170
TDA - Bicycles	\$4,267		\$1,792	\$2,469	\$5					\$4,267
TOTAL	\$32,369	\$14,472	\$8,666	\$8,695	\$535					\$32,369

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN54								RTIP #:12-05		
Project Title:	ITS Operating							SANDAG ID: 23015, 33110, 33118, 33119 <i>TransNet</i> - LSI: CR		
Project Description:	Regionwide - implementation and deployment of Intelligent Transportation System (ITS) projects such as Intermodal Transportation Management System (IMTMS), 511 Advanced Traveler Information System; activities include data collection, dissemination, software upgrades; project includes Regional Arterial Management System (RAMS) annual contribution from local agencies for FY 2013 which includes the cities of Carlsbad, Oceanside, Poway, San Diego, San Marcos, Santee, Vista and the County of San Diego									
Change Reason:	Increase funding									
Capacity Status:NCI		Exempt Category:Safety - Non signalization traffic control and operating								
Est Total Cost: \$19,227										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
CMAQ	\$852	\$852						\$852		
<i>TransNet</i> - LSI	\$137		\$137					\$137		
<i>TransNet</i> - MC	\$18,238	\$3,579	\$3,922	\$2,671	\$2,666	\$2,700	\$2,700	\$18,238		
TOTAL	\$19,227	\$4,431	\$4,059	\$2,671	\$2,666	\$2,700	\$2,700	\$19,227		
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - MC	\$19,090	\$3,579	\$4,774	\$2,671	\$2,666	\$2,700	\$2,700	\$19,090		
TOTAL	\$19,090	\$3,579	\$4,774	\$2,671	\$2,666	\$2,700	\$2,700	\$19,090		

MPO ID: SAN58								RTIP #:12-05		
Project Title:	Grouped Projects for Operating Assistance - FTA Section 5317 New Freedom Program									
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: operating assistance to transit operators - non profit agencies providing transit service to elderly and disabled residents									
Change Reason:	Increase funding									
Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$3,468										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5317 - NF	\$1,141	\$734	\$407							\$1,141
TransNet - SS	\$1,710	\$707	\$1,003							\$1,710
Local Funds	\$617	\$571	\$46							\$617
TOTAL	\$3,468	\$2,012	\$1,456							\$3,468
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5317 - NF	\$809	\$555	\$94	\$160						\$809
TransNet - SS	\$850	\$476	\$374							\$850
Local Funds	\$480	\$480								\$480
TDA	\$40			\$40						\$40
TOTAL	\$2,179	\$1,511	\$468	\$200						\$2,179

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN84								RTIP #:12-05		
Project Title:	Grouped Projects for Operating Assistance - <i>TransNet</i> Senior Mini-Grant Program									
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: operating assistance to transit operators - non profit agencies providing transportation programs specializing in services for seniors									
Change Reason:	Increase funding									
Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$5,824										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - SS	\$4,474	\$1,602	\$740	\$1,093	\$1,039					\$4,474
Local Funds	\$1,350	\$475	\$310	\$291	\$273					\$1,350
TOTAL	\$5,824	\$2,077	\$1,050	\$1,384	\$1,312					\$5,824
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - SS	\$2,135	\$1,396	\$740							\$2,135
Local Funds	\$672	\$362	\$310							\$672
TOTAL	\$2,807	\$1,758	\$1,050							\$2,807

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN94								RTIP #:12-05		
Project Title:		I-15 Integrated Corridor Management Project (ICM)						SANDAG ID: 1144601		
Project Description:		From SR 52 to SR 78 - I-15 Corridor in San Diego region is one of eight pioneer sites selected throughout the nation by US Department Of Transportation (DOT) for the the ICM initiative; I-15 ICM project establishes an operational platform that will allow the transportation network to be operated in a more coordinated and integrated manner; project includes the integration of existing Intelligent Transportation System (ITS) platforms, development of a Decision Support System, and upgrades to the traffic signal synchronization network to a responsive system; provide for better management of traffic conditions along the I-15 corridor								
Change Reason:		Carry over from 10-30								
RT:15		Capacity Status:NCI		Exempt Category:Other - Non construction related activities						
Est Total Cost: \$12,803										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
Other Fed - ICMI	\$800	\$800						\$800		
USDOTs	\$8,889	\$8,889						\$8,889		
Prop 1B - TLSP	\$2,162	\$2,162						\$2,162		
ST-CASH - Other State	\$100	\$100						\$100		
TransNet - MC	\$852			\$852				\$852		
TOTAL	\$12,803	\$11,951		\$852				\$12,803		
PROJECT LAST AMENDED 10-30										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
Other Fed - ICMI	\$800	\$800						\$800		
USDOTs	\$8,889	\$8,889						\$8,889		
Prop 1B - TLSP	\$2,162	\$2,162						\$2,162		
ST-CASH - Other State	\$100	\$100						\$100		
TOTAL	\$11,951	\$11,951						\$11,951		

MPO ID: SAN97A								RTIP #:12-05		
Project Title:		Grouped Projects for Operating Assistance - FTA Section 5316 JARC Program								
Project Description:		Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: operating assistance to transit operators - operating assistance to transit agencies								
Change Reason:		New project								
		Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance						
Est Total Cost: \$656										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5316 - JARC		\$328		\$328						\$328
Local Funds		\$328		\$328						\$328
TOTAL		\$656		\$656						\$656

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN145							RTIP #:12-05			
Project Title:	Encinitas Grade-Separated Pedestrian Crossing						SANDAG ID: 1143800			
Project Description:	Along LOSSAN railroad (Mile Post 235.1 to 239.5) from La Costa Avenue to Chesterfield Drive - design, engineering and environmental clearance for four pedestrain crossings to provide safe pedestrian movement; construction of Phase I at Santa Fe Drive									
Change Reason:	Revise funding between fiscal years									
Capacity Status:NCI		Exempt Category:Safety - Railroad/highway crossing								
Est Total Cost: \$5,941										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
STIP-IIP AC	\$1,248	\$1,248								\$1,248
TCRP	\$491	\$491						\$491		
TransNet - BPNS	\$200	\$200								\$200
TransNet - MC	\$2,752		\$2,752							\$2,752
Local Funds	\$1,250	\$1,250						\$322		\$928
TOTAL	\$5,941	\$3,189	\$2,752					\$813		\$5,128

* Formally ENC32

PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
STIP-IIP AC	\$1,248	\$1,248								\$1,248
TCRP	\$491	\$491						\$491		
TransNet - BPNS	\$200	\$200								\$200
TransNet - MC	\$2,752	\$1,267	\$1,485							\$2,752
Local Funds	\$1,250	\$1,250						\$322		\$928
TOTAL	\$5,941	\$4,456	\$1,485					\$813		\$5,128

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN179								RTIP #:12-05		
Project Title:		Grouped Projects for Capital Purchases – FTA Section 5317 New Freedom Program								
Project Description:		Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - purchase of vehicles and various capital equipment for the provision of transit service								
Change Reason:		Increase funding								
Capacity Status:		NCI		Exempt Category:Mass Transit - Purchase of office, shop and operating equipment for existing facilities						
Est Total Cost: \$1,247										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5317 - NF	\$997	\$325	\$420	\$252						\$997
TransNet - SS	\$159	\$9	\$150							\$159
TDA	\$91	\$28		\$63						\$91
TOTAL	\$1,247	\$362	\$570	\$315						\$1,247
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5317 - NF	\$417	\$325		\$92						\$417
TransNet - SS	\$65	\$9	\$56							\$65
TDA	\$28	\$28								\$28
TOTAL	\$510	\$362	\$56	\$92						\$510

MPO ID: SAN186								RTIP #:12-05		
Project Title:	Grouped Projects for Capital Purchases – FTA Section 5316 Job Access Reverse Commute (JARC) Program									
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - purchase of vehicles and various capital equipment for the provision of transit service									
Change Reason:	New project									
	Capacity Status:NCI		Exempt Category:Mass Transit - Purchase of support vehicles							
Est Total Cost: \$365										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5316 - JARC	\$292		\$292							\$292
Local Funds	\$73		\$73							\$73
TOTAL	\$365		\$365							\$365

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego County

MPO ID: CNTY14								RTIP #:12-05		
Project Title:	South Santa Fe Avenue North							RTP PG NO: A-30		
Project Description:	South Santa Fe Avenue from Montgomery Dr to 700 ft South of Woodland Ave - Vista City limits to 700 feet south of Woodland - reconstruct and widen from 2 to 4 lanes including bicycle lane							RAS (4-75) TransNet - LSI: CR		
Change Reason:	Revise Fund Source									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$22,673 Open to Traffic: Dec 2012										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - H	\$8,836	\$8,836						\$500	\$8,336	
TransNet - H (78)	\$4,513	\$4,512						\$3,670	\$843	
TransNet - L	\$611	\$611						\$12		\$599
TransNet - L (Cash)	\$671	\$671						\$671		
TransNet - LSI	\$2,563	\$2,563						\$12		\$2,551
TransNet - LSI (Cash)	\$9	\$9								\$9
TransNet - LSI Carry Over	\$5,270	\$4,170	\$1,100						\$300	\$4,970
Local Funds	\$200	\$200							\$200	
TOTAL	\$22,673	\$21,572	\$1,100					\$4,865	\$9,679	\$8,129
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - H	\$8,836	\$8,836						\$500	\$8,336	
TransNet - H (78)	\$4,513	\$4,512						\$3,670	\$843	
TransNet - L	\$611	\$611						\$12		\$599
TransNet - L (Cash)	\$671	\$671						\$671		
TransNet - LSI	\$12	\$12						\$12		
TransNet - LSI Carry Over	\$7,830	\$6,730	\$1,100						\$300	\$7,530
Local Funds	\$200	\$200							\$200	
TOTAL	\$22,673	\$21,572	\$1,100					\$4,865	\$9,679	\$8,129

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego County

MPO ID: CNTY34								RTIP #:12-05		
Project Title:	Dye Road Extension							RTP PG NO: A-30 RAS (TA 4-74) <i>TransNet</i> - LSI: CR		
Project Description:	Dye Road from Dye Road to San Vicente Road - in Ramona, study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway									
Change Reason:	Reduce funding									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$14,027			Open to Traffic: Dec 2017							
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - L	\$300	\$300						\$300		
<i>TransNet</i> - L (Cash)	\$250	\$250						\$250		
<i>TransNet</i> - LSI	\$13,377	\$758	\$5	\$74	\$1,124	\$4,360	\$7,056	\$763	\$1,198	\$11,416
<i>TransNet</i> - LSI Carry Over	\$100	\$100						\$100		
TOTAL	\$14,027	\$1,408	\$5	\$74	\$1,124	\$4,360	\$7,056	\$1,413	\$1,198	\$11,416
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - L	\$300	\$300						\$300		
<i>TransNet</i> - L (Cash)	\$250	\$250						\$250		
<i>TransNet</i> - LSI	\$13,380	\$761	\$5	\$74	\$1,124	\$4,360	\$7,056	\$766	\$1,198	\$11,416
<i>TransNet</i> - LSI Carry Over	\$100	\$100						\$100		
TOTAL	\$14,030	\$1,411	\$5	\$74	\$1,124	\$4,360	\$7,056	\$1,416	\$1,198	\$11,416

MPO ID: CNTY35								RTIP #:12-05		
Project Title:		Ramona Street Extension						RTP PG NO: A-30		
Project Description:		Ramona Street from Boundary Ave. to Warnock Dr. - in the community of Ramona, construct new road extension, 2 lanes with intermittent turn lanes, bike lanes and walkway/pathway						TransNet - LSI: CR		
Change Reason:		Increase funding								
		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$4,506		Open to Traffic: Jun 2015								
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$287	\$287						\$233	\$54	
TransNet - LSI	\$4,200	\$674	\$250	\$500	\$1,663	\$1,113		\$674	\$750	\$2,776
TransNet - LSI (Cash)	\$19	\$19						\$19		
TOTAL	\$4,506	\$980	\$250	\$500	\$1,663	\$1,113		\$926	\$804	\$2,776
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$287	\$287						\$233	\$54	
TransNet - LSI	\$3,547	\$671	\$250	\$500	\$1,013	\$1,113		\$671	\$750	\$2,126
TransNet - LSI (Cash)	\$19	\$19						\$19		
TOTAL	\$3,853	\$977	\$250	\$500	\$1,013	\$1,113		\$923	\$804	\$2,126

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego County

MPO ID: CNTY39								RTIP #:12-05		
Project Title:	Bear Valley Parkway North						RTP PG NO: A-31			
Project Description:	Bear Valley Parkway from San Pasqual Valley Road to Boyle Avenue - widen from two to four lanes, with a center median, a bike lane and shoulder in each direction of travel						RAS (TA 4-73) TransNet - LSI: CR			
Change Reason:	Reduce funding									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$19,809			Open to Traffic: Mar 2015							
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$6	\$6						\$6		
TransNet - L (Cash)	\$6	\$6						\$6		
TransNet - LSI	\$11,005	\$4,472		\$4,120	\$2,413			\$441	\$3,171	\$7,393
TransNet - LSI (Cash)	\$490		\$490							\$490
TransNet - LSI Carry Over	\$4,810		\$4,810							\$4,810
Local Funds	\$3,492	\$3,492							\$3,492	
TOTAL	\$19,809	\$7,976	\$5,300	\$4,120	\$2,413			\$453	\$6,663	\$12,693
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$6	\$6						\$6		
TransNet - L (Cash)	\$6	\$6						\$6		
TransNet - LSI	\$11,655	\$4,472		\$6,335	\$848			\$441	\$3,171	\$8,043
TransNet - LSI (Cash)	\$376		\$376							\$376
TransNet - LSI Carry Over	\$4,924		\$4,924							\$4,924
Local Funds	\$3,492	\$3,492							\$3,492	
TOTAL	\$20,459	\$7,976	\$5,300	\$6,335	\$848			\$453	\$6,663	\$13,343

MPO ID: CNTY66								RTIP #:12-05		
Project Title:		Lonestar Road						EARMARK NO: CA475 RAS (TA 4-74) <i>TransNet</i> - LSI: CR		
Project Description:		Lonestar Road from Alta Road to SR 125 - in Otay, future construction of 4-lane Major Road (Alta Road to Enrico Fermi Drive) and 6-lane Prime Arterial (Enrico Fermi Drive to SR125) with bike lanes and sidewalks								
Change Reason:		Reduce funding								
		Capacity Status:NCI		Exempt Category:Other - Engineering studies						
Est Total Cost: \$727										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
HPP	\$400	\$400						\$400		
<i>TransNet</i> - LSI	\$283	\$183	\$100					\$283		
<i>TransNet</i> - LSI (Cash)	\$44	\$44						\$44		
TOTAL	\$727	\$627	\$100					\$727		
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
HPP	\$400	\$400						\$400		
<i>TransNet</i> - LSI	\$293	\$193	\$100					\$293		
<i>TransNet</i> - LSI (Cash)	\$44	\$44						\$44		
TOTAL	\$737	\$637	\$100					\$737		

Tuesday, April 9, 2013

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Metropolitan Transit System

MPO ID: MTS23A								RTIP #:12-05		
Project Title:			Transit Service Operations							
Project Description:			MTS service area - operating support for existing services including urban, Americans with Disabilities Act (ADA), and rural bus service							
Change Reason:			Increase funding							
Capacity Status:NCI			Exempt Category:Mass Transit - Transit operating assistance							
Est Total Cost: \$251,070										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5307	\$31,563	\$11,733	\$3,887	\$3,926	\$3,966	\$4,005	\$4,045	\$31,563		
FTA 5311	\$1,386	\$905	\$481					\$1,386		
TransNet - TSI	\$195,865	\$47,945	\$25,988	\$28,054	\$29,747	\$31,307	\$32,824	\$195,865		
TransNet - TSI Carry Over	\$1,070	\$571	\$499					\$1,070		
TDA	\$21,186	\$967	\$4,113	\$4,090	\$3,966	\$4,005	\$4,045	\$21,186		
TOTAL	\$251,070	\$62,121	\$34,968	\$36,070	\$37,679	\$39,317	\$40,914	\$251,070		
PROJECT LAST AMENDED 12-03										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5307	\$31,563	\$11,733	\$3,887	\$3,926	\$3,966	\$4,005	\$4,045	\$31,563		
FTA 5311	\$1,184	\$905	\$279					\$1,184		
TransNet - TSI	\$195,865	\$47,945	\$25,988	\$28,054	\$29,747	\$31,307	\$32,824	\$195,865		
TransNet - TSI Carry Over	\$1,070	\$571	\$499					\$1,070		
TDA	\$21,023	\$967	\$4,113	\$3,926	\$3,966	\$4,005	\$4,045	\$21,023		
TOTAL	\$250,705	\$62,121	\$34,766	\$35,906	\$37,679	\$39,317	\$40,914	\$250,705		

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Metropolitan Transit System

MPO ID: MTS30			RTIP #:12-05							
Project Title:		Bus/Rail Support Facilities and Equipment						EARMARK NO: D2012-BUSP-054		
Project Description:		MTS facilities throughout the MTS service area - install security cameras on bus/rail rolling stock and at bus/rail facilities and stations; Southbay and East County bus maintenance facility expansions and upgrades including: land acquisition, Site development plans, building demolition and remodeling, fencing, lot paving, and storm water pollution prevention program compliance; other misc capital equipment for transit maintenance; design and procurement of materials and services for support equipment								
Change Reason:		Add new funding source, Increase funding								
	Capacity Status:	NCI	Exempt Category:Mass Transit - Purchase of office, shop and operating equipment for existing facilities							
Est Total Cost: \$100,128										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5307	\$34,055	\$30,410		\$1,000	\$1,375	\$770	\$500			\$34,055
FTA 5308	\$1,565	\$1,565								\$1,565
FTA 5309 (FG)	\$259	\$259								\$259
FTA 5316 - JARC	\$63	\$63								\$63
FTA 5317 - NF	\$200		\$200							\$200
Transit Security (TSGP)	\$4,878	\$4,878								\$4,878
Prop 1B Transit Sec Grant Prg	\$14,501	\$3,672	\$2,779	\$2,050	\$2,000	\$2,000	\$2,000			\$14,501
STA	\$3,758	\$3,758								\$3,758
TransNet - Transit	\$7,224	\$7,224								\$7,224
Local Funds	\$1,898	\$1,898								\$1,898
TDA	\$31,727	\$25,827	\$4,675	\$1,225						\$31,727
TOTAL	\$100,128	\$79,554	\$7,654	\$4,275	\$3,375	\$2,770	\$2,500			\$100,128
PROJECT LAST AMENDED 12-03										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5307	\$34,055	\$30,410		\$1,000	\$1,375	\$770	\$500			\$34,055
FTA 5308	\$1,565	\$1,565								\$1,565
FTA 5309 (FG)	\$259	\$259								\$259
FTA 5316 - JARC	\$63	\$63								\$63
Transit Security (TSGP)	\$4,878	\$4,878								\$4,878
Prop 1B Transit Sec Grant Prg	\$14,501	\$3,672	\$2,779	\$2,050	\$2,000	\$2,000	\$2,000			\$14,501
STA	\$3,758	\$3,758								\$3,758
TransNet - Transit	\$7,224	\$7,224								\$7,224
Local Funds	\$1,898	\$1,898								\$1,898
TDA	\$31,502	\$25,827	\$4,675	\$1,000						\$31,502
TOTAL	\$99,703	\$79,554	\$7,454	\$4,050	\$3,375	\$2,770	\$2,500			\$99,703

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego Metropolitan Transit System

MPO ID: MTS43								RTIP #:12-05		
Project Title:		JARC Operations								
Project Description:		Funding will support routes 30, 932, 955, 929, 967, 968, 905 and 960 - transit operating assistance to fund transportation plan to mitigate transit service deficiencies identified in the Welfare-to-Work transit study and the San Diego regional transportation plan								
Change Reason:		Increase funding								
Capacity Status:		NCI		Exempt Category:Mass Transit - Transit operating assistance						
Est Total Cost: \$10,802										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5316 - JARC	\$3,676	\$1,245	\$2,431					\$3,676		
TDA	\$7,126	\$2,373	\$3,642	\$1,111				\$7,126		
TOTAL	\$10,802	\$3,618	\$6,073	\$1,111				\$10,802		
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5316 - JARC	\$2,565	\$1,245	\$1,321					\$2,565		
TDA	\$6,015	\$2,373	\$3,642					\$6,015		
TOTAL	\$8,580	\$3,618	\$4,963					\$8,580		

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD31								RTIP #:12-05		
Project Title:	Carmel Valley Road							RAS (TA 4-70)		
Project Description:	Carmel Valley Road from 300 feet east of Portofino Drive to Via Mar Valle (Del Mar limit) - in San Diego, modify existing 2-lane collector street by adding Class II bike path (CIP 52-517.0, S-00859)							TransNet - LSI: CR		
Change Reason:	Increase funding									
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$6,041										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$5,197	\$5,197								\$5,197
TransNet - LSI	\$170	\$170								\$170
TransNet - LSI Carry Over	\$112		\$112							\$112
Local Funds	\$562	\$562								\$562
TOTAL	\$6,041	\$5,929	\$112							\$6,041
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$5,197	\$5,197								\$5,197
TransNet - LSI	\$170	\$170								\$170
TransNet - LSI Carry Over	\$50		\$50							\$50
Local Funds	\$562	\$562								\$562
TOTAL	\$5,979	\$5,929	\$50							\$5,979

MPO ID: SD32								RTIP #:12-05		
Project Title:	Carroll Canyon Road							TransNet - LSI: CR		
Project Description:	Carroll Canyon Road from Scranton Rd to I 805 - in San Diego, on Carroll Canyon Road from Sorrento Valley to Scranton Road - extend Carroll Canyon under I-805 including improvements to on/off ramps (CIP 52-392.0) (main project under CAL09C)									
Change Reason:	Increase funding									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$17,883			Open to Traffic: Jun 2013							
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI Carry Over	\$10,600	\$4,379	\$6,221							\$10,600
Local Funds	\$7,283	\$7,283						\$4,583	\$1,000	\$1,700
TOTAL	\$17,883	\$11,662	\$6,221					\$4,583	\$1,000	\$12,300
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI Carry Over	\$10,000	\$4,379	\$5,621							\$10,000
Local Funds	\$7,283	\$7,283						\$4,583	\$1,000	\$1,700
TOTAL	\$17,283	\$11,662	\$5,621					\$4,583	\$1,000	\$11,700

Tuesday, April 9, 2013

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD90								RTIP #:12-05		
Project Title:		SR 163/Clairemont Mesa Blvd. Interchange						RTP PG NO: A-32 RAS (TA 4-70) <i>TransNet</i> - LSI: CR		
Project Description:		Clairemont Mesa Blvd. from Kearny Villa Road to Kearny Mesa - in San Diego, widen from 4 to 6 lane prime arterial; Phase II of the project - west ramps (CIP 52-745.0,S-00905)								
Change Reason:		Increase funding								
		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$24,024 Open to Traffic: Phase 1: Jun 2008 Phase 2: Dec 2015										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
RSTP	\$5,238	\$5,238								\$5,238
<i>TransNet</i> - L	\$500	\$500								\$500
<i>TransNet</i> - LSI	\$1,824	\$1,496	\$328					\$1,000		\$824
<i>TransNet</i> - LSI Carry Over	\$6,000		\$6,000							\$6,000
Local Funds	\$10,462	\$10,462						\$3,135		\$7,327
TOTAL	\$24,024	\$17,696	\$6,328					\$4,135		\$19,889
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
RSTP	\$5,238	\$5,238								\$5,238
<i>TransNet</i> - L	\$500	\$500								\$500
<i>TransNet</i> - LSI	\$1,824	\$1,496	\$328					\$1,000		\$824
Local Funds	\$10,462	\$10,462						\$3,135		\$7,327
TOTAL	\$18,024	\$17,696	\$328					\$4,135		\$13,889

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD92

RTIP #:12-05

Project Title:	Streetscape Improvement Projects	TransNet - LSI: CR
Project Description:	Golden Hill Improvement on Beech/Fern/30th (37-224), Washington Street from San Diego Ave. to Front St.; and on Goldfinch St. from University Ave. to Ft. Stockton (39-216), Hillcrest Improvements on University Ave. from 10th to Park; and on Normal Street from University to Washington (39-213), North Park/University Avenue Improvements (39-207), Azalea Park area - on Poplar Street at Fairmount Avenue and Poplar Street at Tulip Street(39-086.0/39-086.1) - in San Diego, installation of new medians for vehicular and pedestrian safety as well as new sidewalks with curb ramps and curb extensions; install median for safety improvements including pop-outs for safer pedestrian crossing of the intersection	
Change Reason:	Carry over from 08-30	
Capacity Status:	NCI	Exempt Category:Other - Transportation enhancement activities

Est Total Cost: **\$3,920**

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$30	\$30								\$30
TransNet - LSI	\$210	\$210						\$50		\$160
TransNet - LSI Carry Over	\$60		\$60							\$60
Local Funds	\$3,620	\$3,620								\$3,620
TOTAL	\$3,920	\$3,860	\$60					\$50		\$3,870

PROJECT LAST AMENDED 08-30

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$30	\$30								\$30
TransNet - LSI	\$210	\$210						\$50		\$160
Local Funds	\$3,620	\$3,620								\$3,620
TOTAL	\$3,860	\$3,860						\$50		\$3,810

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD130								RTIP #:12-05		
Project Title:	Skyline Drive - 58th Street to Sears Avenue							EARMARK NO: CA574/2479 <i>TransNet</i> - LSI: CR		
Project Description:	Skyline Drive from 58th St. to Sears Avenue - Skyline Drive from 58th Street to Sears Avenue - in San Diego, installation of new medians for safety improvements, intersection lighting, traffic signal upgrades and other street improvements to enhance pedestrian and vehicular movement (CIP 52-763.0)(WBS# S-00912)									
Change Reason:	Increase funding									
Capacity Status:NCI		Exempt Category:Other - Intersection channelization projects								
Est Total Cost: \$3,430										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
HPP	\$800	\$800								\$800
<i>TransNet</i> - L	\$305	\$305						\$305		
<i>TransNet</i> - LSI	\$400	\$400								\$400
<i>TransNet</i> - LSI Carry Over	\$1,600		\$1,600							\$1,600
Local Funds	\$325	\$325								\$325
TOTAL	\$3,430	\$1,830	\$1,600					\$305		\$3,125
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
HPP	\$800	\$800								\$800
<i>TransNet</i> - L	\$305	\$305						\$305		
<i>TransNet</i> - LSI	\$400	\$400								\$400
<i>TransNet</i> - LSI Carry Over	\$325		\$325							\$325
Local Funds	\$325	\$325								\$325
TOTAL	\$2,155	\$1,830	\$325					\$305		\$1,850

MPO ID: SD136								RTIP #:12-05			
Project Title:	Ocean Beach Bike Path/Hotel Circle North Bikeway Design							TransNet - LSI: CR			
Project Description:	Ocean Beach east to Hotel Circle along south side of San Diego River - design class I bike path (581560/S00949)										
Change Reason:	Carry over from 10-30										
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: \$479											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
TransNet - L	\$50	\$50						\$50			
TransNet - LSI Carry Over	\$429	\$409	\$20								\$429
TOTAL	\$479	\$459	\$20						\$50		\$429
PROJECT LAST AMENDED 10-30											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
TransNet - L	\$50	\$50						\$50			
TransNet - LSI Carry Over	\$409	\$409								\$409	
TOTAL	\$459	\$459						\$50		\$409	

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD137								RTIP #:12-05		
Project Title:		Palm Avenue Roadway Improvements						RAS (TA 4-72) <i>TransNet</i> - LSI: CR		
Project Description:		Palm Ave from I-805 to Beyer Blvd - in San Diego, install traffic improvements to include raised medians with turn pockets, traffic signals, pedestrian refuge areas, etc (CIP 52-764.0,S-00913)								
Change Reason:		Reduce funding								
		Capacity Status:NCI		Exempt Category:Other - Intersection channelization projects						
Est Total Cost: \$4,614										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - L	\$300	\$300						\$300		
<i>TransNet</i> - LSI	\$3,565	\$1,161	\$2,404					\$1,161		\$2,404
<i>TransNet</i> - LSI Carry Over	\$749		\$749							\$749
TOTAL	\$4,614	\$1,461	\$749	\$2,404				\$1,461		\$3,153
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - L	\$300	\$300						\$300		
<i>TransNet</i> - LSI	\$5,309	\$1,386	\$749	\$946	\$319	\$1,909		\$1,318		\$3,991
<i>TransNet</i> - LSI Carry Over	\$1,438		\$1,438							\$1,438
TOTAL	\$7,047	\$1,686	\$2,187	\$946	\$319	\$1,909		\$1,618		\$5,429

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD153

RTIP #:12-05

Project Title:	25th Street Renaissance							TransNet - LSI: CR		
Project Description:	25th Street from F Street to Russ Boulevard (Balboa Park) including adjacent intersecting streets along 25th Street from F Street to Russ Boulevard. - in San Diego, augments existing Smart Growth projects (V04) related infrastructure improvements to include the construction of amenities to improve pedestrian safety and provide traffic calming, including the installation of a roundabout at the intersection of 25th and B Streets; the roundabout will replace a four-way stop controlled intersection and will provide continuous flow and reduce delay; congestion will be reduced as vehicles will no longer stop and queue at the stop signs; the improvements will promote and improve pedestrian safety at intersection crossings and create a more walkable neighborhood; streetscape and parking improvements may also be provided (CIP 62-332.0,S-00985)									
Change Reason:	Increase funding									
Capacity Status:NCI Exempt Category:Other - Intersection channelization projects										
Est Total Cost: \$2,525										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$284	\$284						\$200		\$84
TransNet - LSI Carry Over	\$2,241		\$741	\$1,500						\$2,241
TOTAL	\$2,525	\$284	\$741	\$1,500				\$200		\$2,325
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$284	\$284						\$200		\$84
TransNet - LSI Carry Over	\$741		\$741							\$741
TOTAL	\$1,025	\$284	\$741					\$200		\$825

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD156								RTIP #:12-05		
Project Title:	34th and 35th at Madison Avenue Improvements							TransNet - LSI: CR		
Project Description:	On 34th and 35th Streets from Adams to Madison, on from Felton to 35th Street - in San Diego, construction of new sidewalk and drainage improvements including curbs and gutters (CIP 52-774.0,S-00922)									
Change Reason:	Reduce funding									
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,616										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$60	\$60						\$60		
TransNet - LSI	\$1,517	\$371	\$46	\$100		\$1,000		\$120	\$251	\$1,146
TransNet - LSI Carry Over	\$39	\$39								\$39
TOTAL	\$1,616	\$470	\$46	\$100		\$1,000		\$180	\$251	\$1,185
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$60	\$60						\$60		
TransNet - LSI	\$1,556	\$409	\$46	\$100		\$1,000		\$120	\$251	\$1,185
TransNet - LSI Carry Over	\$81		\$81							\$81
TOTAL	\$1,697	\$469	\$127	\$100		\$1,000		\$180	\$251	\$1,266

MPO ID: SD176								RTIP #:12-05					
Project Title:		Maintenance and Non Congestion Relief Efforts						TransNet - LSI: Maint					
Project Description:		Citywide - in San Diego, maintenance and non congestion relief efforts including but not limited to pavement overlay, pot hole repair, etc											
Change Reason:		Increase funding											
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation		
Est Total Cost: \$59,167													
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON			
TransNet - LSI	\$43,067	\$20,094	\$8,060	\$7,310	\$7,602					\$43,067			
TransNet - LSI Carry Over	\$16,100	\$8,798	\$7,302							\$16,100			
TOTAL	\$59,167	\$28,892	\$15,362	\$7,310	\$7,602					\$59,167			
PROJECT LAST AMENDED 12-00													
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON			
TransNet - LSI	\$43,067	\$20,094	\$8,060	\$7,310	\$7,602					\$43,067			
TransNet - LSI Carry Over	\$10,050	\$8,798	\$1,252							\$10,050			
TOTAL	\$53,117	\$28,892	\$9,312	\$7,310	\$7,602					\$53,117			

Tuesday, April 9, 2013

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

DELETED

MPO ID: SD183								RTIP #:12-05					
Project Title:	Division Street - Bryanview to 61st - Reconstruction												
Project Description:	Division Street from Bryanview to 61st - in San Diego, major roadway reconstruction; improvements may include installation of curb, gutter and sidewalks, retaining walls, drainage, landscaping and property acquisition (CIP 52-813.0)												
Change Reason:	Delete project												
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation		
Est Total Cost: \$0													
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON			
TOTAL													
PROJECT LAST AMENDED 12-00													
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON			
TransNet - LSI Carry Over	\$500		\$500						\$300	\$200			
TOTAL	\$500		\$500						\$300	\$200			

MPO ID: SD184								RTIP #:12-05		
Project Title:		Saturn Boulevard Westside						TransNet - LSI: CR		
Project Description:		Saturn Blvd from Coronado to Grove - in San Diego, roadway reconstruction to include installation of new sidewalk, curb and gutter; new paving and retaining walls, drainage improvements (CIP 52-814.0,S-11028)								
Change Reason:		Carry over from 10-09								
		Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation						
Est Total Cost: \$1,674										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI Carry Over		\$478		\$478						\$478
Local Funds		\$1,196		\$1,196				\$350		\$846
TOTAL		\$1,674		\$1,674				\$350		\$1,324
PROJECT LAST AMENDED 10-09										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI		\$250		\$250						\$250
TOTAL		\$250		\$250						\$250

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD208								RTIP #:12-05		
Project Title:	Juan Street Reconstruction							TransNet - LSI: CR		
Project Description:	Juan St from Taylor St to Sunset Road - this project provides for the replacement of the existing concrete pavement, curb, gutter and sidewalk on Juan Street from Taylor Street to Sunset Road; Phase I (Taylor Street to Harney Street) will provide new asphalt cement and cement treated base pavement; Phase II (Harney Street to Sunset Road) will provide new Portland cement concrete pavement - Project No. S-00602 (52-729.0)									
Change Reason:	Increase funding, Revise Fund Source									
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$7,547										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$1,785	\$317	\$1,468							\$1,785
TransNet - LSI (Cash)	\$2,259		\$2,259							\$2,259
TransNet - LSI Carry Over	\$1,285		\$1,285							\$1,285
Local Funds	\$2,218		\$2,218					\$1,000		\$1,218
TOTAL	\$7,547	\$317	\$7,230					\$1,000		\$6,547
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$317	\$317								\$317
TransNet - LSI Carry Over	\$3,236		\$3,236							\$3,236
TOTAL	\$3,553	\$317	\$3,236							\$3,553

DELETED

MPO ID: SD211								RTIP #:12-05				
Project Title:			Safe Routes to School									
Project Description:			Saturn blvd from Grove Ave to Coronado Ave - project includes installation of sidewalk, curb and gutter, curb ramps, retaining walls, street pavement, and possible drainage improvements on the streets in and around Berry, Nestor, and Emory Elementary Schools and Mar Vista Middle School (L-00011)									
Change Reason:			Delete project									
Capacity Status:			NCI		Exempt Category:						Safety - Safety Improvement Program	
Est Total Cost: \$0												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TOTAL												
PROJECT LAST AMENDED 12-00												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - LSI Carry Over	\$412		\$412						\$412			
TOTAL	\$412		\$412						\$412			

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD212								RTIP #:12-05				
Project Title:		Holly Drive										
Project Description:		Holly Drive from S Willie James Jones Avenue to South Euclid Ave - installation of curb, gutter, sidewalk, AC pavement, retaining walls, fences, curb ramps, driveways, on and off-site drainage, and traffic striping on Holly Drive between South Willie James Jones Avenue and South Euclid Avenue S-11033										
Change Reason:		Increase funding, Revise Fund Source										
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation	
Est Total Cost: \$2,000												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - L (Cash)	\$140		\$140					\$140				
Local Funds	\$1,860		\$1,860							\$1,860		
TOTAL	\$2,000		\$2,000					\$140		\$1,860		
PROJECT LAST AMENDED 12-00												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - LSI Carry Over	\$140		\$140					\$140				
TOTAL	\$140		\$140					\$140				

MPO ID: SD213								RTIP #:12-05		
Project Title:		Ruffin Road Bikeway						TransNet - LSI: CR		
Project Description:		Ruffin Road from Kearny Villa Rd to Murphy Canyon Rd - construct 3.25 Miles of bike lane, and upgrade the existing Bike facility and bicycle loops (S-00959)								
Change Reason:		Increase funding, Revise Fund Source								
		Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: \$177										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L (Cash)		\$1		\$1						\$1
TransNet - LSI Carry Over		\$30		\$30						\$30
Local Funds		\$146		\$146						\$146
TOTAL		\$177		\$177						\$177
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI Carry Over		\$31		\$31						\$31
TOTAL		\$31		\$31						\$31

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD215								RTIP #:12-05					
Project Title:	FY12 Asphalt Overlay Group I							TransNet - LSI: CR					
Project Description:	Citywide (see list of specific locations) - program of pavement rehabilitation and reconstruction including overlays of one inch thick or greater												
Change Reason:	Revise Fund Source												
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation		
Est Total Cost: \$10,000													
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON			
TransNet - L (Cash)	\$6,041		\$6,041							\$6,041			
TransNet - LSI Carry Over	\$3,959		\$3,959							\$3,959			
TOTAL	\$10,000		\$10,000							\$10,000			
PROJECT LAST AMENDED 12-00													
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON			
TransNet - LSI Carry Over	\$10,000		\$10,000							\$10,000			
TOTAL	\$10,000		\$10,000							\$10,000			

MPO ID: SD216								RTIP #:12-05		
Project Title:		FY12 Asphalt Overlay Group II						TransNet - LSI: CR		
Project Description:		Citywide (see list of specific locations) - program of pavement rehabilitation and reconstruction including overlays of one inch thick or greater								
Change Reason:		Revise Fund Source								
		Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation						
Est Total Cost: \$3,377										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L (Cash)	\$38	\$38								\$38
TransNet - LSI Carry Over	\$3,339		\$3,339							\$3,339
TOTAL	\$3,377	\$38	\$3,339							\$3,377
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$163	\$163								\$163
TransNet - LSI Carry Over	\$3,214		\$3,214							\$3,214
TOTAL	\$3,377	\$163	\$3,214							\$3,377

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

DELETED

MPO ID: SD217								RTIP #:12-05			
Project Title:		Grandee PI & Pomerado Traffic Signal									
Project Description:		Grandee PL & Pomerado from Grandee to Pomerado - traffic signal installation									
Change Reason:		Delete project									
Capacity Status:		NCI		Exempt Category:Other - Intersection signalization projects							
Est Total Cost: \$0											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
TOTAL											
PROJECT LAST AMENDED 12-00											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
TransNet - LSI Carry Over	\$70		\$70						\$70		
TOTAL	\$70		\$70						\$70		

DELETED

MPO ID: SD218										RTIP #:12-05		
Project Title: Bernardo Trails & Pomerado Traffic Signal												
Project Description: Bernardo & Pomerado from Bernardo to Pomerado - install traffic signal at Bernardo & Pomerado (WBS#S-11040)												
Change Reason: Delete project												
Capacity Status:NCI Exempt Category:Other - Intersection signalization projects												
Est Total Cost: \$0												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TOTAL												
PROJECT LAST AMENDED 12-00												
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON		
TransNet - LSI Carry Over	\$70		\$70						\$70			
TOTAL	\$70		\$70						\$70			

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD219								RTIP #:12-05		
Project Title:			Stockton Street Lights							
Project Description:			Stockton from Madison to Roosevelt - install Street Lights on Stockton (WBS#S-10130)							
Change Reason:			Add new funding source, Increase funding							
Capacity Status:NCI			Exempt Category:Safety - Lighting improvements							
Est Total Cost: \$86										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L (Cash)	\$50		\$50							\$50
Local Funds	\$36		\$36					\$36		
TOTAL	\$86		\$86					\$36		\$50
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI Carry Over	\$50		\$50							\$50
TOTAL	\$50		\$50							\$50

2012 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)

Various Agencies

MPO ID: V10								RTIP #:12-05		
Project Title:	Grouped Projects for <i>TransNet</i> Smart Growth Incentive Program									
Project Description:	Projects are consistent with CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories: transportation enhancement activities (except rehabilitation and operation of historic transportaion buildings, structures, or facilities)									
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Other - Transportation enhancement activities							
Est Total Cost: \$7,090										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$563		\$563							\$563
<i>TransNet</i> - SGIP	\$6,527	\$3,808	\$2,719							\$6,527
TOTAL	\$7,090	\$3,808	\$3,282							\$7,090
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$120		\$120							\$120
<i>TransNet</i> - SGIP	\$6,527	\$3,808	\$2,719							\$6,527
TOTAL	\$6,647	\$3,808	\$2,839							\$6,647

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Vista, City of

COMPLETED

MPO ID: VISTA08A								RTIP #:12-05		
Project Title:	W. Vista Way Widening Construction - Phase I, CIP 8191							RAS (TA 4-76)		
Project Description:	From Emerald Dr to Grapevine Rd - Provide Right-of-Way acquisition and construction for the widening of West Vista Way between the two intersections that have already been improved, for a distance of approximately 1,500 feet. Design and environmental phases are funded under VISTA08.							TransNet - LSI: CR		
Change Reason:	Complete project									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$250			Open to Traffic: May 2014							
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$250	\$250						\$50	\$200	
TOTAL	\$250	\$250						\$50	\$200	
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$250	\$250						\$50	\$200	
TransNet - LSI Carry Over	\$1,952		\$1,458	\$494				\$50	\$588	\$1,314
Local Funds	\$222		\$222					\$72	\$150	
TOTAL	\$2,424	\$250	\$1,680	\$494				\$172	\$938	\$1,314

COMPLETED

MPO ID: VISTA19								RTIP #:12-05		
Project Title:			Maryland Drive Sidewalks CIP 8030							
Project Description:			Maryland Drive from Olive Ave to Highland Dr - Safe Route to School Program to reconstruct road, install curb, gutter, and sidewalks							
Change Reason:			Complete project							
Capacity Status:NCI			Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$1,509										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$96	\$96								\$96
Local Funds	\$1,413	\$1,396	\$17					\$151	\$154	\$1,108
TOTAL	\$1,509	\$1,492	\$17					\$151	\$154	\$1,204
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - L	\$96	\$96								\$96
Local Funds	\$1,413	\$1,396	\$17					\$151	\$154	\$1,108
TOTAL	\$1,509	\$1,492	\$17					\$151	\$154	\$1,204

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Vista, City of

MPO ID: VISTA28								RTIP #:12-05			
Project Title:	Thibodo Road Curb and Landscaping CIP 8151							TransNet - LSI: Maint			
Project Description:	Thibodo Rd from Mar Vista Dr to 1800 Thibodo Rd - install curb and gutter and landscaping along the north side of Thibodo Road from Mar Vista Drive to the existing street improvements at 1800 Thibodo Road										
Change Reason:	Carry over from 08-30										
Capacity Status:NCI		Exempt Category:Other - Plantings, landscaping, etc									
Est Total Cost: \$425											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
TransNet - L	\$200	\$200						\$40		\$160	
TransNet - LSI	\$225		\$225								\$225
TOTAL	\$425	\$200	\$225						\$40		\$385
PROJECT LAST AMENDED 08-30											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
TransNet - L	\$200	\$200						\$40		\$160	
TransNet - LSI	\$225	\$225								\$225	
TOTAL	\$425	\$425						\$40		\$385	

MPO ID: VISTA30								RTIP #:12-05			
Project Title:	Street Rehabilitation and Maintenance Annual Project 07/08, CIP 8154							TransNet - LSI: Maint			
Project Description:	S. Melrose Dr. from South City Limit to W. Vista Way; N. Melrose Dr. from Copper to North City Limit; Bobier Dr. from West City Limit to Lynette Circle; North Dr. from West City Limit to Melrose Dr.; and N. Santa Fe Ave from Osborne to Bobier - repair/rehabilitate distressed pavement areas and overlay streets with asphalt concrete where identified as priorities in street inventory										
Change Reason:	Carry over from 10-09										
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$7,327											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
TransNet - L	\$1,242	\$1,242								\$1,242	
TransNet - LSI	\$1,128	\$556	\$269	\$303						\$1,128	
TransNet - LSI Carry Over	\$1,940	\$853	\$1,087							\$1,940	
Local Funds	\$3,017	\$3,017						\$300		\$2,717	
TOTAL	\$7,327	\$5,668	\$1,356	\$303				\$300		\$7,027	
PROJECT LAST AMENDED 10-09											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON	
TransNet - L	\$1,242	\$1,242								\$1,242	
TransNet - LSI	\$2,013	\$2,013								\$2,013	
TransNet - LSI Carry Over	\$2,347	\$2,347								\$2,347	
Local Funds	\$3,017	\$3,017						\$300		\$2,717	
TOTAL	\$8,619	\$8,619						\$300		\$8,319	

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

Vista, City of

MPO ID: VISTA34							RTIP #:12-05			
Project Title:	Street Rehabilitation and Maintenance CIP8155							TransNet - LSI: CR		
Project Description:	University Dr from Sycamore Ave. to Wal-Mart driveway; Business Park Dr. from Sycamore Ave to Poinsettia Ave.; Hacienda Dr. from West city limit to Emerald Dr.; Hacienda Dr. from La Tortuga Dr. to 1475 west of La Tortuga Dr.; Crescent Dr. from Escondido Ave. to Eucalyptus Ave.; Arcadia Ave. from Oak Dr. to Bonair Road; Osborne St. from N. Santa Fe Ave. to Guajome Lake Rd.; Townsite Dr. from Wellpot Pl. to Indian Rock Rd.; Alta Vista Dr. from Escondido Ave. to Verdant Pl.; and Beaumont Dr. from Eucalyptus Ave. to Coventry Rd. - repair/rehabilitate distressed pavement areas and overlay streets with asphalt concrete where identified as priorities in street inventory, including all preparation work such as dig-outs, skin patching, shoulder grading, traffic loops, raising manholes, striping, and traffic safety control, as well as survey monument preservation									
Change Reason:	Reduce funding									
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$2,772										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$636	\$636						\$135		\$501
TransNet - LSI Carry Over	\$44	\$44						\$44		
Local Funds	\$2,092		\$2,092							\$2,092
TOTAL	\$2,772	\$680	\$2,092					\$179		\$2,593
PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - LSI	\$2,409	\$2,409						\$135		\$2,274
TransNet - LSI Carry Over	\$94	\$94						\$44		\$50
Local Funds	\$2,092		\$2,092							\$2,092
TOTAL	\$4,595	\$2,503	\$2,092					\$179		\$4,416

**2012 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

RTIP Fund Types

<u>Federal Funding</u>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO - TEA 21	High Priority Demonstration Program under TEA-21
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5316 (JARC)	Federal Transit Administration Jobs Access and Reverse Commute
FTA Section 5317 (NF)	Federal Transit Administration New Freedom
HPP	High Priority Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
ICMI	Integrated Corridor Management Initiative
IM	Interstate Maintenance Discretionary
ITS	Intelligent Transportation System
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
TCSP	Transportation, Community & System Preservation
TE	Transportation Enhancement Program
TSGP	Transit Security Grant Program
USDOTs	United States Department of Transportation's Research and Innovative Technology Admin
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<u>State Funding</u>	
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)
CDRI	Caltrans Department of Research and Innovation
SHOPP	State Highway Operation & Protection Program
SLPP	State Local Partnership Program (State Prop. 1B)
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
STIP/SHOPP Prior	Funds which were allocated by the CTC from a previous fund cycle
TCRP	Traffic Congestion Relief Program

2012 Regional Transportation Improvement Program

Amendment No. 5

San Diego Region (in \$000s)

TLSP	Traffic Light Synchronization Program (State Prop. 1B)
TSGP	Transit Security Grant Program (State Prop. 1B)
TSGP	Transit Security Grant Program (State Prop. 1B)
TSM	Transportation Systems Management
<u>Local Funding</u>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
TDA	Transportation Development Act
TDA-B	Transportation Development Act-Bicycle & Pedestrian Facilities
TransNet-B	Prop. A Local Transportation Sales Tax - Bike
TransNet-Border	Prop. A Extension Local Transportation Sales Tax - Border
TransNet-BPNS	Prop. A Local Transportation Sales Tax extension - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-BRT/Ops	Prop. A Extension Local Transportation Sales Tax - Bus Rapid Transit/New Service
TransNet-H	Prop. A Local Transportation Sales Tax - Highway
TransNet-L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
TransNet-L (Cash)	TransNet - L funds which agencies have received payment, but have not spent
TransNet-LSG	Prop. A Extension Local Transportation Sales Tax - Local Smart Growth
TransNet-LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
TransNet-LSI Carry Over	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
TransNet-LSI (Cash)	TransNet - LSI funds which agencies have received payment, but have not spent
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
TransNet-MC AC	TransNet - Major Corridors - Advanced Construction; mechanism to advance TransNet funds to be reimbursed at a later fiscal year with federal/state funds
TransNet-REMP	Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation Program
TransNet-SS	Prop. A Extension Local Transportation Sales Tax - Senior Services
TransNet-T	Prop. A Local Transportation Sales Tax - Transit
TransNet-TSI	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

DRAFT - Table 2a: Revenues
2012 Regional Transportation Improvement Program
San Diego Region - Through Amendment No. 5 (\$000's)

Attachment 4

Funding Source		2012/13		2013/14		2014/15		2015/16		2016/17		TOTAL
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Sales Tax	\$724,137	\$746,788	\$649,445	\$645,480	\$474,532	\$462,374	\$379,400	\$381,068	\$848,660	\$846,117	\$3,081,827
	-- City											
	-- County	\$724,137	\$746,788	\$649,445	\$645,480	\$474,532	\$462,374	\$379,400	\$381,068	\$848,660	\$846,117	\$3,081,827
	Other Local Funds	\$91,901	\$106,169	\$637,455	\$637,321	\$164,496	\$164,316	\$189,454	\$189,510	\$52,110	\$52,436	\$1,149,752
	-- County General Funds											
	-- City General Funds	\$63,120	\$77,388	\$31,801	\$31,667	\$35,958	\$35,778	\$54,836	\$54,892	\$21,560	\$21,886	\$221,611
	-- Street Taxes and Developer Fees	\$28,781	\$28,781	\$605,654	\$605,654	\$128,538	\$128,538	\$134,618	\$134,618	\$30,550	\$30,550	\$928,141
	Other	\$108,391	\$108,391	\$138,352	\$139,874	\$86,849	\$86,849	\$84,639	\$84,639	\$86,951	\$86,951	\$506,703
	Local Total	\$924,429	\$961,348	\$1,425,252	\$1,422,674	\$725,877	\$713,539	\$653,493	\$655,216	\$987,721	\$985,504	\$4,738,281
STATE	State Highway Operations and Protection Program	\$206,934	\$199,293	\$99,674	\$99,674	\$130,654	\$119,357		\$21,266			\$439,590
	SHOPP (Including Augmentation)	\$206,934	\$199,293	\$99,674	\$99,674	\$130,654	\$119,357		\$21,266			\$439,590
	State Transportation Improvement Program	\$12,788	\$10,866	\$854	\$854	\$107,966	\$109,888	\$854	\$854	\$46,294	\$46,294	\$168,756
	STIP (Including Augmentation)	\$4,051	\$4,051	\$854	\$854	\$107,966	\$107,966	\$854	\$854	\$46,294	\$46,294	\$160,019
	Transportation Enhancement	\$8,737	\$6,815				\$1,922					\$8,737
	STIP Prior											
	Transportation Enhancement											
	Proposition 1 A	\$65,188	\$65,188									\$65,188
	Proposition 1 B	\$109,941	\$109,941	\$77,779	\$77,779	\$21,317	\$21,317	\$21,317	\$21,317	\$4,900	\$4,900	\$235,255
	GARVEE Bonds (Includes Debt Service Payments)	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835					\$65,505
	Highway Maintenance (HM)											
	Traffic Congestion Relief Program (TCRP)			\$55,775	\$55,775							\$55,775
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$24,623	\$24,623	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$50,204
	Safe Routes to School (SR2S)											
	State Emergency Repair Program											
	Other	\$2,947	\$2,947	\$2,951	\$2,951	\$2,896	\$2,896	\$2,896	\$2,896	\$2,896	\$2,896	\$14,586
	State Total	\$444,256	\$434,694	\$265,264	\$265,264	\$291,063	\$281,688	\$31,462	\$52,728	\$60,485	\$60,485	\$1,094,859
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$59,335	\$59,335	\$59,929	\$59,929	\$60,528	\$60,528	\$61,133	\$61,133	\$61,745	\$61,745	\$302,670
	5308 - Clean Fuel Formula Program											
	5309a - Fixed Guideway Modernization											
	5309b - New and Small Starts (Capital Investment Grants)									\$842,208	\$842,208	\$842,208
	5309c - Bus and Bus Related Grants	\$2,000	\$2,000									\$2,000
	5310 - Elderly & Persons with Disabilities Formula Program											
	5311 - Nonurbanized Area Formula Program	\$785	\$987	\$506	\$506	\$506	\$506	\$506	\$506	\$506	\$506	\$3,011
	5312 - National Research and Technology Program	\$50	\$50									\$50
	5311f - Intercity Bus											
	5316 - Job Access and Reverse Commute Program	\$1,424	\$3,115									\$3,115
	5317 - New Freedom	\$94	\$1,227	\$252	\$252							\$1,479
	5337 - State of Good Repair	\$29,345	\$29,345	\$29,312	\$29,312	\$29,278	\$29,278	\$29,983	\$29,983	\$29,252	\$29,252	\$147,170
	5339 - Bus and Bus Facilities Program	\$4,871	\$4,871	\$4,919	\$4,919	\$4,969	\$4,969	\$5,018	\$5,018	\$5,068	\$5,068	\$19,777
	Other											
	Federal Transit Total	\$97,904	\$100,930	\$94,918	\$94,918	\$95,281	\$95,281	\$96,640	\$96,640	\$938,779	\$938,779	\$1,321,480
FEDERAL HIGHWAY	Bridge Discretionary Program											
	Congestion Mitigation and Air Quality (CMAQ)	\$16,296	\$11,575	\$36,443	\$36,443	\$28,547	\$28,547	\$36,443	\$36,443	\$36,443	\$36,443	\$149,451
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)			\$1,500	\$1,500							\$1,500
	High Priority Projects (HPP) and Demo	\$29,521	\$24,121	\$1,147	\$9,386	\$1,436	\$1,436					\$34,942
	Highway Bridge Program (HBP)	\$26,282	\$26,282	\$2,644	\$2,644	\$35,179	\$35,179	\$14,804	\$14,804	\$195,501	\$195,501	\$274,409
	Highway Safety Improvement Program (HSIP)	\$983	\$983	\$5,866	\$5,866	\$3,495	\$3,495	\$1,479	\$1,479			\$11,823
	Public Lands Highway	\$500	\$500									\$500
	Recreational Trails	\$744	\$744									\$744
	Safe Routes to School (SRTS) (SAFETEA-LU)			\$1,235	\$1,235			\$4,937	\$4,937			\$6,172
	Surface Transportation Program (Regional)	\$39,211	\$36,955	\$39,211	\$39,211	\$39,211	\$39,211	\$39,211	\$39,211	\$39,211	\$39,211	\$193,800
	Transportation and Community and System Preservation Program	\$1,087	\$1,087	\$179	\$179							\$1,266
	Other	\$2,943	\$2,943	\$494	\$494							\$3,437
	Federal Highway Total	\$117,567	\$105,190	\$88,719	\$96,957	\$107,868	\$107,868	\$96,874	\$96,874	\$271,155	\$271,155	\$678,045
	Federal Total	\$215,471	\$206,121	\$183,637	\$191,875	\$203,149	\$203,149	\$193,514	\$193,514	\$1,209,934	\$1,209,934	\$1,999,525
REVENUES TOTAL		\$1,584,156	\$1,602,162	\$1,874,152	\$1,879,813	\$1,220,089	\$1,198,376	\$878,469	\$901,459	\$2,258,140	\$2,255,923	\$7,832,665

Note: Highlighted sections refer to changes from prior amendment

**DRAFT - Table 2b: Program
2012 Regional Transportation Improvement Program
San Diego Region - Through Amendment No. 5 (\$000's)**

Funding Source		2012/13		2013/14		2014/15		2015/16		2016/17		TOTAL
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Local Total	\$888,395	\$927,453	\$1,402,974	\$1,401,504	\$695,628	\$686,258	\$634,571	\$634,420	\$967,453	\$965,522	\$4,615,157
STATE	State Highway Operations and Protection Program	\$206,934	\$199,293	\$99,674	\$99,674	\$130,654	\$119,357		\$21,266			\$439,590
	SHOPP (Including Augmentation)	\$206,934	\$199,293	\$99,674	\$99,674	\$130,654	\$119,357		\$21,266			\$439,590
	SHOPP Prior											
	State Transportation Improvement Program	\$12,788	\$10,866	\$854	\$854	\$107,966	\$109,888	\$854	\$854	\$46,294	\$46,294	\$168,756
	STIP (Including Augmentation)	\$4,051	\$4,051	\$854	\$854	\$107,966	\$107,966	\$854	\$854	\$46,294	\$46,294	\$160,019
	Transportation Enhancement	\$8,737	\$6,815				\$1,922					\$8,737
	STIP Prior											
	Transportation Enhancement											
	Proposition 1 A	\$65,188	\$65,188									\$65,188
	Proposition 1 B	\$109,941	\$109,941	\$77,779	\$77,779	\$21,317	\$21,317	\$21,317	\$21,317	\$4,900	\$4,900	\$235,255
	GARVEE Bonds (Includes Debt Service Payments)	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835					\$65,505
	Highway Maintenance (HM)											
	Traffic Congestion Relief Program (TCRP)			\$55,775	\$55,775							\$55,775
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$24,623	\$24,623	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$6,395	\$50,204
	Safe Routes to School (SR2S)											
	State Emergency Repair Program											
	Other	\$2,947	\$2,947	\$2,951	\$2,951	\$2,896	\$2,896	\$2,896	\$2,896	\$2,896	\$2,896	\$14,586
	State Total	\$444,256	\$434,694	\$265,263	\$265,264	\$291,063	\$281,688	\$31,462	\$52,728	\$60,485	\$60,485	\$1,094,859
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$58,930	\$58,930	\$58,373	\$58,373	\$59,525	\$59,525	\$60,236	\$60,236	\$56,913	\$56,913	\$293,977
	5308 - Clean Fuel Formula Program											
	5309a - Fixed Guideway Modernization											
	5309b - New and Small Starts (Capital Investment Grants)									\$842,208	\$842,208	\$842,208
	5309c - Bus and Bus Related Grants	\$2,000	\$2,000									\$2,000
	5310 - Elderly & Persons with Disabilities Formula Program											
	5311 - Nonurbanized Area Formula Program	\$785	\$987	\$506	\$506	\$506	\$506	\$506	\$506	\$506	\$506	\$3,011
	5312 - National Research and Technology Program	\$50	\$50									\$50
	5316 - Job Access and Reverse Commute Program	\$1,424	\$3,115									\$3,115
	5317 - New Freedom	\$94	\$1,227	\$252	\$252							\$1,479
	5337 - State of Good Repair	\$29,345	\$29,345	\$29,312	\$29,312	\$29,278	\$29,278	\$29,983	\$29,983	\$29,252	\$29,252	\$147,170
	5339 - Bus and Bus Facilities Program	\$4,871	\$4,871	\$4,919	\$4,919	\$4,969	\$4,969	\$5,018	\$5,018	\$5,068	\$5,068	\$24,845
	Other											
	Federal Transit Total	\$97,499	\$100,525	\$93,362	\$93,362	\$94,278	\$94,278	\$95,743	\$95,743	\$933,947	\$933,946	\$1,317,854
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$16,296	\$11,575	\$15,304	\$20,024	\$7,182	\$7,182	\$7,500	\$7,500	\$8,000	\$8,000	\$54,281
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)			\$1,500	\$1,500							\$1,500
	High Priority Projects (HPP) and Demo	\$29,521	\$24,121	\$1,147	\$9,386	\$1,436	\$1,436					\$34,942
	Highway Bridge Program (HBP)	\$26,282	\$26,282	\$2,644	\$2,644	\$35,179	\$35,179	\$14,804	\$14,804	\$195,501	\$195,501	\$274,409
	Highway Safety Improvement Program (HSIP)	\$983	\$983	\$5,866	\$5,866	\$3,495	\$3,495	\$1,479	\$1,479			\$11,823
	Public Lands Highway	\$500	\$500									\$500
	Recreational Trails	\$744	\$744									\$744
	Safe Routes to School (SRTS) (SAFETEA-LU)			\$1,235	\$1,235			\$4,937	\$4,937			\$6,172
	Surface Transportation Program (Regional)	\$39,211	\$36,955	\$39,211	\$39,211	\$39,211	\$39,211	\$10,750	\$30,463	\$724	\$724	\$146,565
	Transportation and Community and System Preservation Program	\$1,087	\$1,087	\$179	\$179							\$1,266
	Transportation Improvements (TI)											
	Other	\$2,943	\$2,943	\$494	\$494							\$3,437
	Federal Highway Total	\$117,567	\$105,190	\$67,580	\$80,538	\$86,503	\$86,503	\$39,470	\$59,183	\$204,225	\$204,225	\$535,640
PROGRAM TOTAL		\$1,547,717	\$1,567,863	\$1,829,179	\$1,840,668	\$1,167,472	\$1,148,727	\$801,246	\$842,074	\$2,166,110	\$2,164,178	\$7,563,510

Note: Highlighted sections refer to changes from prior amendment

**DRAFT - Table 2c: Revenues vs. Program
2012 Regional Transportation Improvement Program
San Diego Region - Through Amendment No. 5 (\$000's)**

Funding Source		2012/13		2013/14		2014/15		2015/16		2016/17		TOTAL
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Local Total	\$36,034	\$33,895	\$22,278	\$21,170	\$30,249	\$27,281	\$18,922	\$20,796	\$20,268	\$19,982	\$123,124
	State Highway Operations and Protection Program											
STATE	SHOPP (Including Augmentation)											
	State Transportation Improvement Program											
	STIP (Including Augmentation)											
	Transportation Enhancement											
	STIP Prior											
	Transportation Enhancement											
	Proposition 1 A											
	Proposition 1 B											
	GARVEE Bonds (Includes Debt Service Payments)											
	Highway Maintenance (HM)											
	Traffic Congestion Relief Program (TCRP)											
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
	Safe Routes to School (SR2S)											
	Other											
	State Total											
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$405	\$405	\$1,556	\$1,556	\$1,003	\$1,003	\$897	\$897	\$4,832	\$4,832	\$8,693
	5308 - Clean Fuel Formula Program											
	5309a - Fixed Guideway Modernization											
	5309b - New and Small Starts (Capital Investment Grants)											
	5309c - Bus and Bus Related Grants											
	5310 - Elderly & Persons with Disabilities Formula Program											
	5311 - Nonurbanized Area Formula Program											
	5312 - National Research and Technology Program											
	5316 - Job Access and Reverse Commute Program											
	5317 - New Freedom											
	5337 - State of Good Repair											
	5339 - Bus and Bus Facilities Program											
	Other											
	Federal Transit Total	\$405	\$405	\$1,556	\$1,556	\$1,003	\$1,003	\$897	\$897	\$4,832	\$4,832	\$3,861
FEDERAL HIGHWAY	Bridge Discretionary Program											
	Congestion Mitigation and Air Quality (CMAQ)			\$21,139	\$16,419	\$21,365	\$21,365	\$28,943	\$28,943	\$28,443	\$28,443	\$95,170
	High Priority Projects (HPP) and Demo											
	High Risk Rural Road (HRRR)											
	Highway Bridge Program (HBP)											
	Highway Safety Improvement Program (HSIP)											
	Recreational Trails											
	Safe Routes to School (SRTS) (SAFETEA-LU)											
	Surface Transportation Program (Regional)							\$28,461	\$8,748	\$38,487	\$38,487	\$47,235
	Transportation and Community and System Preservation Program											
	Other											
	Federal Highway Total			\$21,139	\$16,419	\$21,365	\$21,365	\$57,404	\$37,691	\$66,930	\$66,930	\$142,405
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)											
	Other											
	Federal Railroad Administration Total											
	Federal Total	\$405	\$405	\$22,695	\$17,975	\$22,368	\$22,368	\$58,301	\$38,588	\$71,762	\$71,763	\$151,099
REVENUES - PROGRAM TOTAL		\$36,439	\$34,300	\$44,973	\$39,145	\$52,617	\$49,649	\$77,223	\$59,384	\$92,030	\$91,745	\$274,223

Note: Highlighted sections refer to changes from prior amendment

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **10**

Action Requested: DISCUSSION

ACTIVE TRANSPORTATION IMPLEMENTATION
STRATEGY FRAMEWORK

File Number 3300700

Introduction

On October 28, 2011, the Board of Directors made a commitment to Active Transportation with the adoption of the 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS). The final action by the Board calls for planning for a broad Active Transportation program, including Safe Routes to School and Safe Routes to Transit, within two years of the 2050 RTP/SCS adoption. Staff has been working to develop a proposed framework for this Implementation Strategy, which incorporates Safe Routes to School, Safe Routes to Transit, and other related active transportation efforts at SANDAG. This work will address active transportation in San Diego Forward: The Regional Plan (Regional Plan). It also will identify regional active transportation projects and cost estimates for consideration in the Regional Plan.

Discussion

The Active Transportation Implementation Strategy would further define SANDAG active transportation planning and implementation work in the region, building on three efforts in particular: *Riding to 2050: The San Diego Regional Bicycle Plan*, the *San Diego Regional Safe Routes to School Strategic Plan*, and the Safe Routes to Transit Regional Strategy currently in development. Each of these efforts is discussed further below. Staff requests that the Transportation Committee discuss the following proposed set of goals that provide a framework for developing the Active Transportation Implementation Strategy.

1. The overarching goal is to develop a comprehensive Regional Active Transportation Program that addresses walking, bicycling, Safe Routes to Transit, and Safe Routes to School
2. Identify active transportation projects and programs associated with 2050 RTP/SCS existing and planned transit and highway corridor project areas, for consideration in the Regional Plan
3. Identify active transportation performance measures for ongoing monitoring and program evaluation

Through the Active Transportation Implementation Strategy, SANDAG proposes to identify active transportation components associated with SANDAG transit and freeway corridor projects for consideration in the Regional Plan. This approach would help to maximize investments in transit and highway infrastructure, by enhancing safety, and improving bicycle and pedestrian access to transit.

Riding to 2050: The San Diego Regional Bicycle Plan

In 2010, SANDAG adopted its first Regional Bicycle Plan, which identified a regional bicycle network and programs. In 2011, the Board approved funding for initial implementation of regional bicycle projects and related programs, and identified SANDAG to assume a lead role in the planning, design, and construction of regional bicycle projects, similar to how regional transit projects are developed. These projects and programs are now being implemented. Additionally, an action from the 2050 RTP/SCS called for an early action program (Regional Bicycle Plan EAP) for Regional Bicycle Plan projects. The Regional Bicycle Plan EAP, scheduled for presentation to the Transportation Committee and Board of Directors for review and approval this year, will address implementation of the highest priority projects. The Regional Bicycle Plan EAP projects, as well as the remaining projects identified in the Regional Bicycle Plan, would be included in the Active Transportation Implementation Strategy.

Safe Routes to School

In 2011, SANDAG adopted the *San Diego Regional Safe Routes to School Strategic Plan*, (Strategic Plan) which recommended programs for SANDAG to consider implementing at the regional level. SANDAG staff is about to begin two work elements called for in the Strategic Plan: a baseline assessment and program implementation strategy. SANDAG will work with the Cities/County Transportation Advisory Committee and the Regional Planning Technical Working Group, as well as the local Safe Routes to School Coalition to analyze needs within school areas throughout the region, and identify programs for initial implementation. This effort will begin shortly and is scheduled for completion later this year.

Safe Routes to Transit

As part of the Regional Bicycle Plan initial implementation action by the Board in April 2011, funding was approved for development of a Safe Routes to Transit Regional Strategy. This effort will examine Safe Routes to Transit efforts in other regions (including comparison of regions from the Urban Area Transit Strategy), identify potential policy options, and identify walk/bike improvement projects in 2050 RTP/SCS transit corridor project areas. Projects within future regional transit station areas will be identified, for consideration in the Active Transportation Implementation Strategy and Regional Plan. Concept-level cost estimates will be developed for inclusion of these projects in the Regional Plan. This effort also will examine needs at existing regional transit station areas. Staff will work closely with the local jurisdictions to identify opportunities to complement projects and programs identified in their bicycle and pedestrian plans.

Integration of Active Transportation in San Diego Forward: The Regional Plan

A proposed key step in developing the Implementation Strategy would be to identify active transportation improvements in 2050 RTP/SCS transit and highway corridor project areas, for consideration in the San Diego Forward: The Regional Plan. The identification of these improvements would help to define areas of regional significance with respect to active transportation.

It is envisioned that there will be three types of active transportation projects that could be considered in the Regional Plan: (1) active transportation improvements in 2050 RTP/SCS transit and highway corridor project areas, and in any new potential transit and highway corridor project areas identified during Regional Plan development; (2) active transportation improvement projects in areas in existing regional transit station areas; and (3) Regional Bicycle Plan projects not already identified in the Board initial implementation action from April 2011 or the Regional Bicycle Plan Early Action Program.

Pedestrian Access

The Implementation Strategy will begin to articulate the regional significance of pedestrian access, within the context of 2050 RTP/SCS transit and highway corridor project areas. Though there is a Regional Bicycle Plan that identifies regional bicycle projects, regional pedestrian projects have not been identified thus far. As active transportation projects are identified within each transit and highway corridor project area, both bicycle and pedestrian improvements would be considered.

In recognition of the region's changing demographics, the Implementation Strategy would also examine opportunities to improve access from a standpoint of safe routes for mobility-impaired populations, such as seniors, disabled persons, and children in strollers.

Finally, the Implementation Strategy would include consideration of the supportive programs being developed as part of Regional Bicycle Plan implementation. These will be reviewed for opportunities to address pedestrians. Many of these programs have an active transportation emphasis in general, and can be tailored to include pedestrians.

Next Steps

The Implementation Strategy will integrate the Regional Bicycle Plan EAP, the Safe Routes to School baseline assessment and program implementation strategy, and the Safe Routes to Transit Regional Strategy. The Cities/County Transportation Advisory Committee, the Regional Planning Technical Working Group, and Active Transportation Working Group will be asked to provide input and the Transportation Committee will provide policy guidance on these activities over the course of this year. It is anticipated that active transportation projects, including Safe Routes to Transit and Regional Bicycle Plan projects, will be identified by early fall. This work will include development of concept-level cost estimates for consideration in San Diego Forward: The Regional Plan.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Key Staff Contact: Christine Eary, (619) 699-6928, christine.eary@sandag.org

TRANSPORTATION COMMITTEE

April 19, 2013

AGENDA ITEM NO.: **11**

Action Requested: INFORMATION

RELEASE OF DOWNTOWN BUS RAPID TRANSIT STATIONS
MITIGATED NEGATIVE DECLARATION FOR PUBLIC REVIEW
AND COMMENT

File Number 1201509

Introduction

SANDAG has prepared a Mitigated Negative Declaration (MND) for Bus Rapid Transit Services (BRT) station improvements in downtown San Diego. These stations would be used by three new BRT lines that will be implemented in mid-2014. An MND is prepared when a project does not qualify for an exemption from the California Environmental Quality Act (CEQA), but does not have significant impacts, or the impacts can be mitigated. For the Downtown BRT Stations project, there are no significant impacts that cannot be mitigated, therefore an Environmental Impact Report was not prepared. The MND will be released for public comment in late April/early May and will have a 30-day comment period. Adoption of the MND by the Transportation Committee is expected in August 2013.

Discussion

Downtown BRT Operations

As part of the *TransNet* Early Action Program of projects, two BRT lines will begin serving San Diego County in 2014: the Interstate 15 Corridor BRT, and the Mid-City Rapid BRT, followed in 2015 by the South Bay BRT. Each BRT line will operate along Broadway given its central proximity to downtown employment, retail, and entertainment destinations, and tie into the Santa Fe Depot station where transfers can be made to Amtrak, COASTER, and Blue/Orange/Green Line trolley services, and the future Mid-Coast trolley line. The BRT lines will terminate in the west end of downtown.

The proposed BRT stations are similar in cross street location to the trolley stations (Attachment 1):

- Smart Corner (Broadway between Eleventh Avenue and Park Boulevard)
- Broadway between Fourth Avenue and Fifth Avenue
- Broadway between Front and Union Street (westbound); Broadway between Front and First (eastbound)
- India Street/Kettner Street just north of Broadway adjacent to One America Plaza and the Santa Fe Depot
- A future stop between Eighth and Ninth Avenues, dictated by market demand

Broadway Station Improvements

The new BRT stations will be located near key downtown activity centers and various trolley/local bus transfer points along Broadway. The introduction of the Downtown BRT Stations will improve the overall flow of both auto and bus traffic on Broadway through:

- relocating several existing local bus routes off Broadway, resulting in no net increase in bus volumes along Broadway,
- shifting the location of some bus stops away from busy intersections and adding right-turn lane improvements at two intersections - First Avenue/Broadway and Kettner Street/Broadway
- separating local and BRT stops that will reduce the incidence of “bus bunching” where multiple buses queue near one station and block through traffic.

From a customer experience standpoint, a key aim of the BRT services is to create a “trolley-like” service in terms of travel speed, service frequency, span of service, and customer amenities. The branding of BRT vehicles and stations is an important element of the customer experience by creating a distinct identity that passengers can easily recognize.

The final design for the stations will include:

- New shelters branded consistent with BRT service
- Digital displays announcing next vehicle arrival times
- Security features, including two cameras for complete coverage in and around the stations
- Lean rails (rather than benches) to discourage loitering
- Lighting in the shelter and the pylons
- Overall pavement and drainage upgrades, replacing street trees (same tree species, just larger to eliminate conflicts with buses), new or replaced paving, drainage improvements, and Americans with Disabilities Act -compliant curb upgrades.

When this item was last brought to the Transportation Committee on June 1, 2012 (Attachment 2), staff was requested to evaluate an alternative westbound BRT station to the one proposed at Front Street and First Avenue (in front of the Sophia hotel). This evaluation has been completed and an alternative BRT station located at Union Street and Front Street (in front of the County Courthouse) has been selected. This stop is currently used by local Metropolitan Transit System buses; the local buses would be moved to a new stop along State Street just north of Broadway adjacent to the Federal Courthouse.

Community Outreach

As part of the project, SANDAG staff conducted outreach to each of the property owners adjacent to the new BRT station locations and to community groups from adjacent downtown neighborhoods. A complete list of outreach meetings is shown in Attachment 3.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation

Attachments: 1. Proposed Downtown BRT Circulation Map
2. Transportation Committee Item #3A, June 1, 2012
3. Community Outreach List

Key Staff Contact: Jennifer Williamson, (619) 699-1959, jennifer.williamson@sandag.org



TRANSPORTATION COMMITTEE

June 1, 2012

AGENDA ITEM NO.: **3A****Action Requested: INFORMATION**

DOWNTOWN BUS RAPID TRANSIT STATIONS

File Number 1201509

Introduction

SANDAG has been developing plans for Bus Rapid Transit (BRT) stations in downtown San Diego to serve the three new BRT lines that will open starting in early 2014 (I-15 BRT from Escondido to downtown, and Mid-City Rapid from San Diego State University (SDSU) to downtown via El Cajon Blvd.) and 2015 (planned South Bay BRT from Otay Mesa Border Crossing to downtown via Otay Ranch). New stations would be built along Broadway, separate from local bus stops, and would provide improvements to the streetscape within the station blocks and provide passengers with a high level of station amenities.

This item provides information to the Transportation Committee about the project background and addresses some of the issues surrounding the project in advance of the release of the draft Mitigated Negative Declaration (MND) document for public review later this year.

Discussion**Downtown BRT Operations**

The three BRT lines that would serve downtown are part of the TransNet Early Action Program of Projects, and would provide frequent, high-speed travel connections in corridors that today have only local bus service or no service at all. The fact that all three BRT lines would operate service throughout the day means that they would serve the needs of people getting to work, and those traveling to downtown to access government services and resources, shopping and dining, and the many cultural attractions and events that occur in the downtown area. A number of "reverse commute" trips also are expected, connecting downtown residents with job centers in Kearny Mesa, Rancho Bernardo, Escondido, SDSU, Otay Ranch, and Otay Mesa. Today, transit carries approximately 25 percent of the peak hour trips into downtown. By 2020, over 36,000 riders are projected to use the three BRT lines on a daily basis to access downtown.

Each BRT line would operate along Broadway given its central proximity to downtown employment, retail, and entertainment destinations, as well as the tie-in to the Santa Fe Depot station for transfer connections that can be made to Amtrak, COASTER, and Blue/Orange/Green Line trolley services, and the future Mid-Coast trolley line.

SANDAG is proposing to make improvements to the streetscape along Broadway to improve the pedestrian environment, bus operations/traffic flow, and the rider experience. Those improvements include four new station blocks. The proposed locations for the BRT stations on Broadway are shown in Attachment 1 and include the following:

- Smart Corner between Eleventh Avenue and Park Boulevard
- Broadway between Fourth Avenue and Fifth Avenue
- Broadway between Front Street and First Avenue
- India Street/Kettner Boulevard just north of Broadway adjacent to One America Plaza and the Santa Fe Depot
- A future stop between Eighth and Ninth Avenues, dictated by future demand

Broadway Station Improvements

The introduction of the Downtown BRT stations would benefit the Broadway corridor based on improvements to auto/bus traffic flow, enhancements to the urban streetscape for pedestrians and adjacent businesses, and the creation of an improved transit customer environment.

With regards to traffic flow along Broadway, the BRT station project would result in:

- relocating several existing local bus routes off Broadway, resulting in similar number of buses operating along Broadway
- minimizing right-turn conflicts between passenger vehicles and departing buses
- shifting the location of some bus stops away from busy intersections to minimize auto/bus conflicts, and adding right-turn lane improvements at two intersections - First Avenue/Broadway and Kettner Boulevard/Broadway to improve traffic flow
- separating local and BRT stops that will reduce the incidence of “bus bunching” where multiple buses queue near one station and block through traffic

In order to ensure the BRT stations design fit within the urban context of downtown San Diego, SANDAG, in conjunction with the Downtown Partnership, hosted a charette for the design of the stations. Participants included downtown community organizations, design professionals, resident/business associations, Centre City Development Corporation (CCDC), City of San Diego, and Metropolitan Transit System (MTS) staff. The top priorities of the attendees were that the stations should be a focal point for the downtown community and reflect a place to “be” and that is identifiable from a distance. The elements that were prioritized to achieve these goals were: increased lighting, new street trees (different species than those currently along Broadway), coordinated Broadway pavers, removal of ancillary street furniture (e.g., unnecessary signage), and a shelter that is seamless and integrates well with the surrounding architecture and does not block the view of businesses.

Input from the design charette was used to create a final proposed design for the BRT stations that would create an upscale station environment that enhances both the transit customer experience and the streetscape environment. The final proposed design for the stations includes:

- Enhanced sidewalk pavers at all stations, and widened sidewalks at several station sites to improve pedestrian flow
- New tempered glass shelters that provide sun/rain protection for transit riders but do not block pedestrian pathways nor access to adjacent businesses (this shelter design will be used at BRT stations outside of the downtown as well, thereby creating a branded element for BRT services)
- Station pylons branded with the BRT “Rapid” logo that have fiber connections for real time transit information and digital displays with transit and downtown information/maps
- Security features, including two cameras for complete coverage in and around the stations
- Lean rails (rather than benches) to discourage loitering
- Substantial lighting in the shelter and the pylons
- Pavement and drainage upgrades on transit blocks
- Americans with Disabilities Act-compliant curb upgrades

Photos showing the current conditions along Broadway at the proposed station sites and simulations of how the stations will look when completed are included in Attachment 2.

From a customer experience standpoint, in addition to the station-area features described above that would create an enhanced waiting environment, the faster travel speed of the BRT services, 10 to 15-minute service frequencies, and longer spans of service are designed to create a trolley-like experience for the corridors where BRT would operate. The branding of BRT vehicles and stations with the “Rapid” name and logo is also important element in creating a distinct identity for BRT services that transit patrons can easily recognize.

Community Outreach

As part of the project, SANDAG staff did outreach to each of the property owners adjacent to the new BRT station locations and to community groups from adjacent downtown neighborhoods. A proposed BRT station where concerns have been raised is the northside station location between First and Front streets. The property owners have raised concerns with the elimination of the existing loading zone, three parking spaces, and two taxi spaces where the station would be located. They also are concerned about potential negative impacts to their outdoor dining area along Broadway. They requested that SANDAG and MTS consider an alternative location one block west in front of the County Courthouse where a local bus stop is currently located be considered instead of the First and Front Street location.

Staff from SANDAG and MTS did extensive study over the last year of both locations including meetings with impacted parties. Based on the analysis, the First and Front station remains the preferred BRT station site for the following reasons:

- Relocating the BRT station to the County Courthouse site would create a high level of bus/auto/pedestrian conflicts at Broadway and Union Street due to the high number of right turning vehicles and pedestrians crossing Union Street.

- The Courthouse site is already a local bus stop location. MTS has indicated that eliminating this local bus stop does not work operationally since it would create six-block gap between local stops (the operational goal is to have a three-block spacing for ease of access, especially for senior and disabled passengers). Thus, both the local and BRT buses would have to share a Courthouse station, resulting in the potential for longer auto queues along Broadway as the both local and BRT vehicles have to wait to access the limited space at the station. Delays in accessing the site would have negative impacts on trip reliability for all transit vehicles.
- The courthouse station alternative creates additional operational problems for MTS because of the large number of unauthorized passenger drop offs/pickups that currently occur in front of the courthouse (the block is already red-curbed). The high frequency of these drop offs/pickups and the delays to local bus operations that exist today would be compounded by adding a BRT station.
- The BRT station on the north side of Broadway is predominately a drop-off station with very limited passenger boarding and because of the expanded curb, the buses will be the same distance from the outdoor dining as they are today.

Broadway BRT Operations

SANDAG has received communications from a number of downtown residents, many of whom are opposed to the BRT services operating along Broadway. Concerns have been expressed about potential adverse impacts to traffic and the pedestrian environment on Broadway. Suggested alternatives for where BRT services would operate include: terminating BRT service on the edges of downtown and requiring transfers to the trolley and existing local buses operating along Broadway; terminating BRT on the edges of downtown and requiring transfers to a system of shuttle buses to access the various areas in the heart of downtown; and re-routing BRT vehicles to terminate at Old Town and requiring transfers to the trolley system to access downtown.

Staff will be providing responses to these ideas as part of the environmental review process. An initial review by both SANDAG and MTS staffs raises concerns that these alternatives would reduce ridership through added travel time/forced transfers and would increase operating costs.

Broadway Corridor Tree Replacement

As part of the design process for the downtown BRT stations, a proposal was made at a design workshop attended by representatives of many downtown organizations and neighborhoods to consider changing the Broadway street tree. Participants suggested matching the street tree already planned for West Broadway and the North Embarcadero, the Medjool Date Palm, to create a unified, ceremonial, urban aesthetic along Broadway.

The decision to change the street tree species for Broadway rests with the City of San Diego and its planning authority for downtown, CCDC. Before any change is made, the City must develop a plan to maintain the trees. In the event that the City does not support replacing the trees, the Medjool Date Palms would be eliminated from the project and the plans would only include replacement in kind of the existing Magnolia trees at the BRT station blocks.

Next Steps

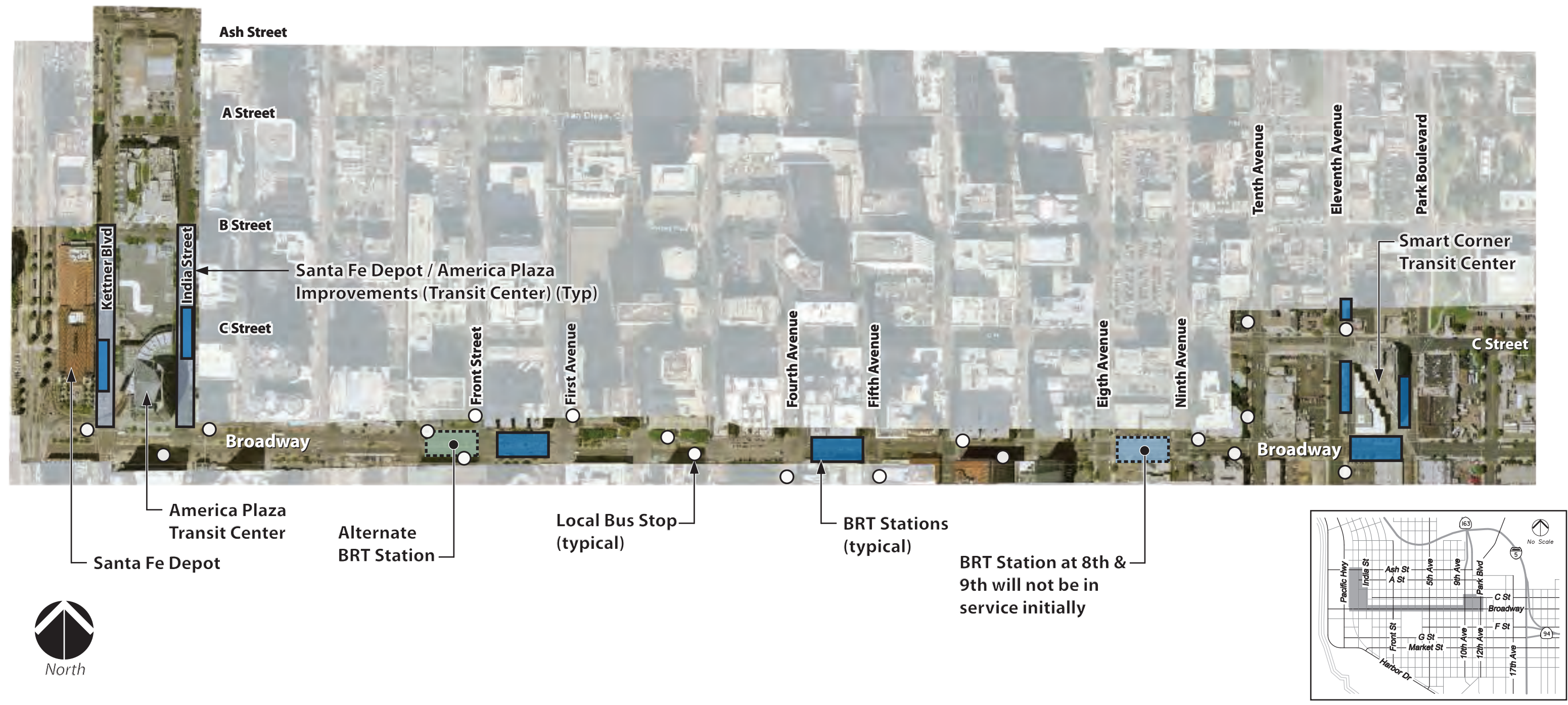
The draft MND for the Downtown BRT stations project is expected to be circulated for a 30-day public review period in September, with consideration by the Transportation Committee scheduled in October/November.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation

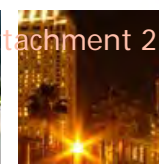
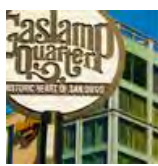
Attachments: 1. Downtown Transit Improvements Key Map
2. Visual Before and After Simulations

Key Staff Contact: Jennifer Williamson, (619) 699-1959, Jennifer.Williamson@sandag.org





DOWNTOWN
BRT



Attachment 2



SAN DIEGO DOWNTOWN TRANSIT

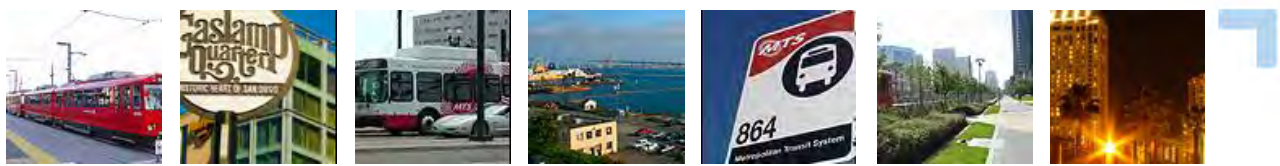
11



Kimley-Horn
and Associates, Inc.

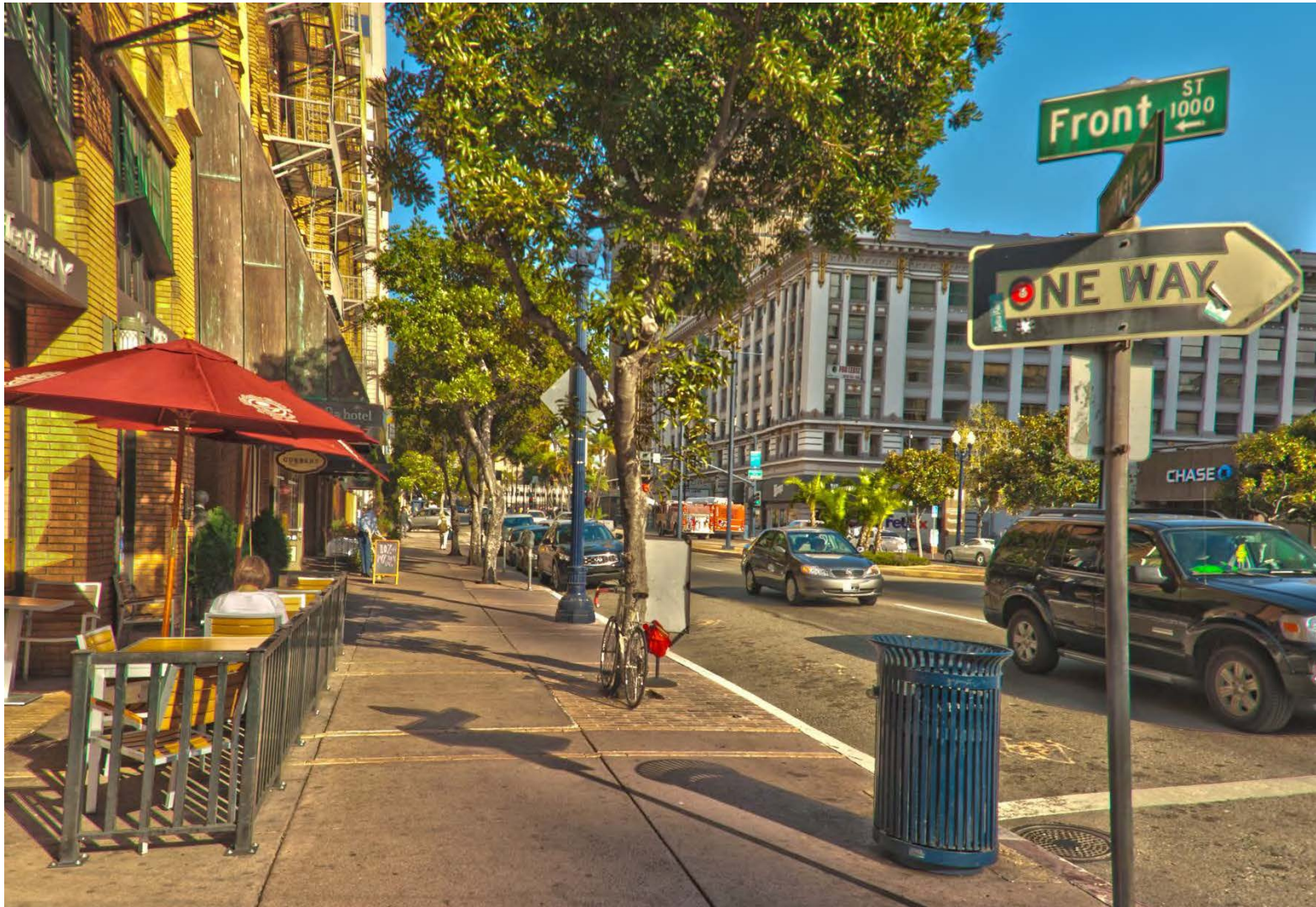


DOWNTOWN
BRT



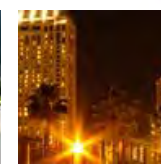
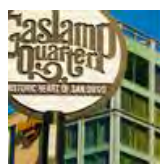


DOWNTOWN
BRT





DOWNTOWN BRT



DOWNTOWN BRT STATION MITIGATED NEGATIVE DECLARATION
COMMUNITY OUTREACH LIST

Date of Contact	Individual/Organization	Name	Team Member	Type of Contact	Project Interest	Items discussed/follow-up
7/8/2011	Downtown Residents Group	Gary Smith	Dave Shumacher, Jennifer Williamson, Miriam Kirshner, Leslie Wade	Briefing	Downtown BRT	Update on project
7/8/2011	The Irvine Company	Tom Sullivan	Muggs Stoll, Jennifer Williamson, Leslie Wade	Briefing	Downtown BRT	Update on project
7/8/2011	County of San Diego	Sal Giametta	Dave Shumacher, Jennifer Williamson, Miriam Kirshner, Leslie Wade	Briefing	Downtown BRT	Update on project
7/21/2011	Downtown Partnership	Phil Rath/Janelle Riella	Dave Schumacher, Miriam Kirshner, Leslie Wade, Kristen Byrne	Briefing	Downtown BRT	Update on project
7/27/2011	Westfield	Kim Brewer	Kimley-Horn	Briefing	Downtown BRT	Update on project
7/29/2011	Little Italy Association	Marco LiMandri	Kristen Byrne, Edgar Torres	Briefing	Downtown BRT	Update on project
8/5/2011	Pickwick Partners	Ken Winslow	Susanne Bankhead	Email	Downtown BRT	Update on project; offer briefing on project
8/8/2011	Pickwick Partners	Ken Winslow	Dave Shumacher, Jennifer Williamson, Leslie Wade	Briefing	Downtown BRT	Update on project
8/9/2011	On Broadway Partners		Dave Shumacher, Jennifer Williamson, Leslie Wade	Briefing	Downtown BRT	Update on Project
8/9/2011	Gaslamp Quarter Association Land Use Committee		Leslie Wade, Jennifer Williamson	Presentation	Downtown BRT	Update
9/1/2011	East Village Association	David Hazan and Lisa Lem	Muggs Stoll, Jennifer Williamson, Leslie Wade	Briefing	Downtown BRT	Update on project
9/12/2011	Oliver McMillan	Dene Oliver	Susanne Bankhead	Briefing	Downtown BRT	Update on project
9/12/2011	On Broadway Partners		Dave Shumacher, Jennifer Williamson, Leslie Wade	Briefing	Downtown BRT	Update on Project
9/21/2011	Centre City Advisory Committee	Bill Keller	Leslie Wade and Miriam Krishner	Briefing	Downtown BRT	Update on project
9/26/2011	McClintock Plaza/Granger Building	Howard Greenberg	Kristen Byrne and Miriam Krishner	Briefing	Downtown BRT	Update on project
9/28/2011	CBRE (550 Corporate Center)	Sharon Salvatore	Susanne Bankhead	Email	Downtown BRT	Update on project; scheduled briefing
10/4/2011	550 Corporate Center/MOCA	Sharon Salvatore/Charles Castle/Edie Nehls	Leslie Wade, Susanne Bankhead, Miriam Kirshner, Jennifer Williamson	Briefing	Downtown BRT/Trolley Renewal	Update on projects
10/11/2011	County Courthouse	Karen Dalton	Susanne Bankhead	Email	Downtown BRT	Provided fact sheet and offered briefing on the project
10/11/2011	County Courthouse	Holly Bullen	Susanne Bankhead	Phone call	Downtown BRT	Update on project; offer briefing on project
10/24/2011	County Courthouse	Karen Dalton, Denny Liegghio, Steve Cascioppo, Ming Yim	Leslie Wade, Edgar Torres, Jennifer Williamson	Briefing	Downtown BRT	Update on project
10/26/2011	Gaslamp Quarter Association Board	Jimmy Parker	Leslie Wade/Jennifer Williamson	Presentation	Downtown BRT	Update on project
11/10/2011	CCAC Downtown Parking Management Group		Leslie Wade, Jennifer Williamson, Miriam Kirshner	Presentation	Downtown BRT	Presentation Project Update
11/16/2011	Pickwick Partners/Sofia Hotel	Khoa Nguyen (PPS)	Leslie Wade	Email	Downtown BRT	Provide PPT
11/23/2011	Pickwick Partners/Sofia Hotel	Khoa Nguyen (PPS)	Leslie Wade	Email	Downtown BRT	Update on project
12/2/2011	Pickwick Partners/Sofia Hotel	Khoa Nguyen (PPS)	Leslie Wade	Email	Downtown BRT	Update on the project
1/4/2012	Pickwick Partners/Sofia Hotel	Khoa Nguyen (PPS)	Leslie Wade	Email	Downtown BRT	Update on the project

DOWNTOWN BRT STATION MITIGATED NEGATIVE DECLARATION
COMMUNITY OUTREACH LIST

Date of Contact	Individual/Organization	Name	Team Member	Type of Contact	Project Interest	Items discussed/follow-up
3/16/2012	Gaslamp Quarter Association	Jimmy Parker	Susanne Bankhead	Email	Downtown BRT	Follow up on briefing
3/18/2012	Triology	Howard Greenberg	Susanne Bankhead	Email	Downtown BRT	Update on project; offer briefing on project
3/18/2012	Oliver McMillan	Andrew Laing	Susanne Bankhead	Email	Downtown BRT	Update on project; offer briefing on project
3/18/2012	Lankford & Associates	Rob Lankford	Susanne Bankhead	Email	Downtown BRT	Update on project; offer briefing on project
3/19/2012	Individual	Michele Addington	Jennifer Williamson	Email	Downtown BRT	Email re: BRT stations and routes on Kettner and India
3/21/2012	Individual	Michele Addington	Jennifer Williamson	Email	Downtown BRT	Email re: BRT stations and routes on Kettner and India
4/9/2012	Triology	Howard Greenberg	Susanne Bankhead	Email	Downtown BRT	Follow up on briefing
4/9/2012	Gaslamp Quarter Association	Jimmy Parker	Susanne Bankhead	Email	Downtown BRT	Follow up on briefing
4/13/2012	Lankford & Associates	Luann Gold	Susanne Bankhead	Email	Downtown BRT	Email re: project and offer briefing
4/27/2012	Oliver McMillan	Andrew Laing	Leslie Wade	Email	Downtown BRT	Provided information about the stations and improvements; provide simulations
5/1/2012	Downtown Partnership	Kris Michel/Craig Benedetto	SANDAG Staff/MTS Staff	Briefing	Downtown BRT	Discussion of moving station away from Sofia
5/8/2012	Mayor's Office	Julie Dubick/Jaymie Bradford	Jim Linthicum/Gary Gallegos	Briefing	Downtown BRT	Discussion of street improvements
5/9/2012	CCAC Member/East Village Resident	Kyle Peterson	Jennifer Williamson	Phone call	Downtown BRT	Supportive of BRT and transit downtown
5/10/2012	Oliver McMillan	Andrew Laing	Susanne Bankhead	Email	Downtown BRT	Offered briefing on the project
5/10/2012	Linda Vista Colloborative	Monica Fernandez	Susanne Bankhead	Email	Downtown BRT	Offer briefing on the project
5/10/2012	Interwest Capital	Mando Perez	Susanne Bankhead	Email	Downtown BRT	Offer briefing on the project
5/10/2012	Oliver McMillan	Andrew Laing	Leslie Wade	Phone call	Downtown BRT	Corrected information that there would be more buses on Broadway with BRT service
5/10/2012	Linda Vista Colloborative	Monica Fernandez	Susanne Bankhead	Phone call	Downtown BRT	Offer information on the project; briefing on the project
5/10/2012	Individual	Gordon Miles (Potential Tenant for Oliver McMillan)	Leslie Wade	Phone call	Downtown BRT	Discussion of BRT stations; very receptive to improvements around stations
5/10/2012	Downtown East Village Residents Group	Joan Wojcik	Jennifer Williamson/Dave Schumacher	Presentation	Downtown BRT	Update on the project
5/14/2012	San Diego City College	Heidi Bumkowski	Susanne Bankhead	Email	Downtown BRT	Offer for briefing
5/15/2012	CCAC Pre-Design/Transportation Committee		Leslie Wade/Jennifer Williamson	Presentation	Downtown BRT	Update on project

DOWNTOWN BRT STATION MITIGATED NEGATIVE DECLARATION
COMMUNITY OUTREACH LIST

Date of Contact	Individual/Organization	Name	Team Member	Type of Contact	Project Interest	Items discussed/follow-up
5/17/2012	Interwest Capital	Mando Perez	Susanne Bankhead	Email	Downtown BRT	Followed up on briefing; offered meeting date of 5/23/12 in conjunction with Oliver McMillan/Howard Greenberg
5/17/2012	Trilogy	Howard Greenberg	Susanne Bankhead	Email	Downtown BRT	Invited to briefing on the project on 5/23/12
5/17/2012	Move San Diego Board	Elyse Lowe	Leslie Wade/Jennifer Williamson	Presentation	Downtown BRT	Update on project
5/22/2012	San Diego City College	Heidi Bunkowske	Susanne Bankhead	Email	Downtown BRT	Offer for briefing
5/22/2012	San Diego Regional Chamber Transportation Committee		Leslie Wade/Jennifer Williamson	Presentation	Downtown BRT	Update on project
5/23/2012	Trilogy/Oliver McMillan	Howard Greenberg/Andrew Laing	Leslie Wade/Jennifer Williamson	Briefing	Downtown BRT	Update on project
5/23/2012	Interwest Capital	Angie Stevens	Susanne Bankhead	Email	Downtown BRT	Update on TC presentation
5/23/2012	San Diego City College	Heidi Bunkowske	Susanne Bankhead	Phone call	Downtown BRT	Update on TC presentation
5/23/2012	CCAC Board meeting		Leslie Wade/Jennifer Williamson	Presentation	Downtown BRT	Update on project
5/24/2012	SDSU	Tyler Sherer	Kristen Byrne, Dave Schumacher	Briefing	Downtown BRT	Update on project
5/24/2012	San Diego City College	Heidi Bunkowske	Susanne Bankhead	Email	Downtown BRT	Follow up on briefing
5/25/2012	Smart Corner HOA	Nancy Rorabaugh/Greg Lockyear	Susanne Bankhead	Email	Downtown BRT	Follow up on briefing
5/25/2012	Interested Parties		Miriam Kirshner	eblast	Downtown BRT	Update on projects; alert on Transportation Committee
5/25/2012	Individual	Michele Addington	Leslie Wade	Email	Downtown BRT	Provided CCAC PPT presentation from 5/23/12
5/29/2012	Sofia Hotel	Ken Winslow	Jennifer Williamson, Dave Schumacher, Leslie Wade	Briefing	Downtown BRT	Update on project
6/1/2012	SANDAG Transportation Committee		Jennifer Williamson	Presentation	Downtown BRT	Update on project
6/4/2012	Westfield	Kim Brewer	Leslie Wade, Jennifer Williamson	Briefing	Downtown BRT	Update on project
6/28/2012	Smart Corner HOA	Nancy Rorabaugh/Greg Lockyear	Susanne Bankhead	Email	Downtown BRT	Meeting Scheduled
7/20/2012	Smart Corner HOA	Nancy Rorabaugh/Greg Lockyear	Leslie Wade, Jennifer Williamson, Susanne Bankhead	Briefing	Downtown BRT	Update on project
7/25/2012	Individual	Annie eichman	Jennifer Williamson	Email	Downtown BRT	Project info.
7/30/2012	City Heights CDC	Steve Russell	Leslie Wade, Dave Schumacher	Briefing	Downtown BRT	Discussion of Mid-City stakeholders
8/1/2012	Smart Corner HOA	Nancy Rorabaugh	Leslie Wade, Kristine Byrne, Susanne Bankhead			
8/16/2012	East Village Residents Group	Joan Wojcik	Jennifer Williamson, Dave Schumacher	Presentation	Downtown BRT	Update on project
9/24/2012	Individual	Jennifer Williamson	John Dorow	Email	Downtown BRT	Update on project
9/24/2012	Individual	Leslie Wade	John Dorow	Email	Downtown BRT	Update on project
9/24/2012	Individual	Gordon Miles	John Dorow	Email	Downtown BRT	Update on project