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**California Department
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Metropolitan Transit System

Mark Packard, *Chair*
North County Transit District

Joe Stuyvesant, Navy Region Southwest
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U.S. Department of Defense

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**Southern California Tribal
Chairmen's Association**

Hon. Marcela Celorio
Consul General, Mexico

Gary L. Gallegos
Executive Director, SANDAG



BOARD OF DIRECTORS AGENDA

Friday, December 16, 2016

9 a.m. to 12 noon

**SANDAG Board Room
401 B Street, 7th Floor
San Diego**

AGENDA HIGHLIGHTS

- **HEARING OF NECESSITY: ACQUISITION OF PROPERTY INTERESTS LOCATED IN THE CITY OF SAN DIEGO FOR THE MID-COAST CORRIDOR TRANSIT PROJECT**
- **PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: ELVIRA TO MORENA DOUBLE TRACK PROJECT AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR CONSTRUCTION SERVICES AGREEMENT SUPPLEMENT 5**
- **TransNet PROGRAM AND REVENUE FORECAST UPDATE**

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MISSION STATEMENT

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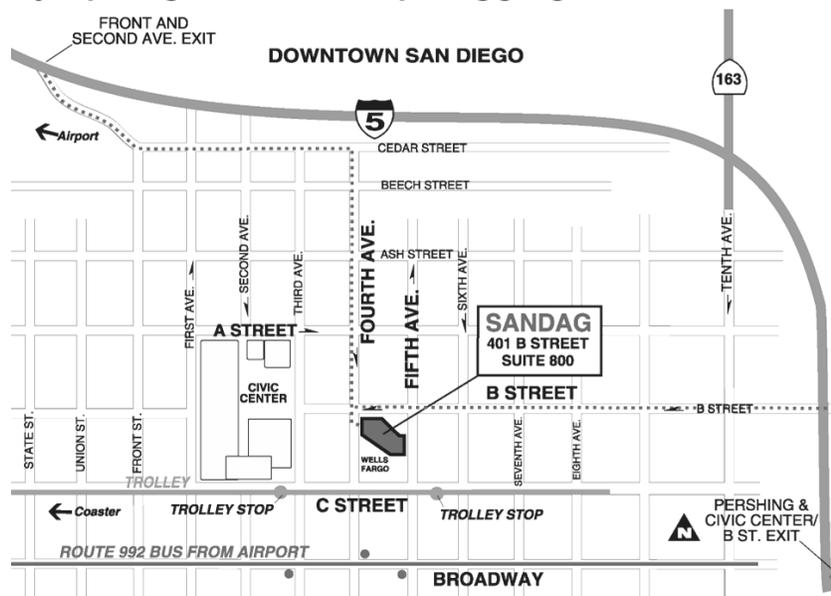
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BOARD OF DIRECTORS

Friday, December 16, 2016

ITEM NO.		RECOMMENDATION
+1.	<p data-bbox="261 300 711 331">APPROVAL OF MEETING MINUTES</p> <p data-bbox="261 363 899 394">+1A. November 4, 2016, Board Policy Meeting Minutes</p> <p data-bbox="261 401 943 428">+1B. November 18, 2016, Board Business Meeting Minutes</p>	APPROVE
2.	<p data-bbox="261 474 1076 506">PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</p> <p data-bbox="261 537 1166 890">Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading "Reports." Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.</p>	
+3.	<p data-bbox="261 936 902 1003">ACTIONS FROM POLICY ADVISORY COMMITTEES (Victoria Stackwick)</p> <p data-bbox="261 1041 1166 1136">This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors is asked to ratify these actions.</p>	APPROVE
CONSENT		
+4.	<p data-bbox="261 1262 1049 1293">APPROVAL OF PROPOSED CONTRACT AWARDS (Laura Coté)</p> <p data-bbox="261 1325 1166 1499">The Board of Directors is asked to authorize the Executive Director to execute contract awards for Job Order Contract – General Electrical, Traffic Signal, and Communications Services; Job Order Contract – Railroad Signals, Overhead Catenary System, and Track Work Services; Job Order Contract – General Building and Facilities Construction Services; and Regional Back-Office System.</p>	APPROVE
+5.	<p data-bbox="261 1545 1133 1612">FY 2016 TRANSPORTATION DEVELOPMENT ACT AUDIT EXTENSION REQUEST (Lisa Kondrat-Dauphin)</p> <p data-bbox="261 1644 1166 1780">The Board of Directors is asked to approve a Transportation Development Act audit extension request for North County Transit District, until January 31, 2017, as permitted by the California Public Utilities Code and the California Code of Regulations.</p>	APPROVE

- +6. PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: CENTRALIZED TROLLEY CONTROL MAINTENANCE (Dale Neuzil) APPROVE**

The Transportation Committee recommends that the Board of Directors: (1) approve an amendment to the FY 2017 Program Budget to accept \$1,246,419 from the Metropolitan Transit System to fund the Centralized Trolley Control Maintenance (Overall Work Program Project No. 3312300); and (2) extend the duration of Contract No. 5000786 with ARINC, a Division of Rockwell Collins, to December 31, 2021, and increase its capacity by \$5 million.

- +7. SANDAG DISADVANTAGED BUSINESS ENTERPRISE PROGRAM UPDATE (Elaine Richardson) INFORMATION**

In July 2015, the Board of Directors approved Federal Fiscal Year 2016–2018 Overall Triennial Disadvantaged Business Enterprise (DBE) Goals for the Federal Transit Administration and Federal Highway Administration. This report provides an update on the SANDAG DBE program, including progress on the Triennial DBE Goals.

- +8. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Victoria Stackwick) INFORMATION**

Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors Business meeting.

- +9. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzjian)* INFORMATION**

In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors Business meeting.

CHAIR’S REPORT

- +10. PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR* APPROVE**

The Executive Committee recommends that the Board of Directors approve: (1) the Executive Director’s evaluation for the period July 2015 to June 2016, determining his performance satisfactory; and (2) a 4 percent bonus award based on the Executive Director’s performance during the past year.

REPORTS

- +11. **HEARING OF NECESSITY: ACQUISITION OF PROPERTY INTERESTS LOCATED IN THE CITY OF SAN DIEGO FOR THE MID-COAST CORRIDOR TRANSIT PROJECT (Ryan Kohut, John Haggerty)** **APPROVE**
- The Board of Directors is asked to: (1) receive public testimony; (2) adopt Resolution of Necessity No. 2017-14 by a two-thirds vote, pertaining to acquisition of property for the Mid-Coast Corridor Transit project; and (3) authorize staff to proceed with all condemnation filings and proceedings necessary to acquire the interests in the subject parcels.
- +12. **PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: ELVIRA TO MORENA DOUBLE TRACK PROJECT AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR CONSTRUCTION SERVICES AGREEMENT SUPPLEMENT 5 (San Marcos Mayor Jim Desmond, Transportation Committee Vice Chair; Sharon Humphreys, John Haggerty)*** **APPROVE**
- The Transportation Committee recommends that the Board of Directors: (1) approve an amendment to the FY 2017 Program Budget adding \$61.98 million in Transit and Intercity Rail Capital Program funding, \$18.15 million in *TransNet* Program funding, and \$3.96 million in funds from the City of San Diego to the Elvira to Morena Double Track (EMDT) Project (Capital Improvement Program Project No. 1239811), increasing the project budget to \$192.5 million; (2) approve the Guaranteed Maximum Price negotiated between Mid-Coast Transit Constructors and SANDAG for Supplement 5 of the Construction Manager/General Contractor Construction Services Agreement for the EMDT Project in the amount of \$93.6 million; and (3) authorize the Executive Director to execute Supplement 5.
- +13. **REGIONAL ACTIVE TRANSPORTATION PROGRAM FUNDING RECOMMENDATIONS (San Marcos Mayor Jim Desmond, Transportation Committee Vice Chair; Jenny Russo)** **APPROVE**
- The Transportation Committee recommends that the Board of Directors: (1) adopt Resolution No. 2017-13, certifying the results of the San Diego Regional Active Transportation Program (ATP) competition including the proposed ATP Application Ranking and Funding Recommendation; and (2) recommend that the California Transportation Commission fund the proposed San Diego Regional ATP projects.
- +14. ***TransNet* PROGRAM AND REVENUE FORECAST UPDATE (Kim Kawada, Ray Major)*** **INFORMATION**
- At its November 18, 2016, meeting, the Board of Directors discussed the latest developments in the financial markets, the economy, and sales tax revenues and capacity to complete all projects included in the *TransNet* Extension Ordinance. Staff will provide an update on the *TransNet* Major Corridors Program, including progress and an overview of SANDAG revenue and cost estimates.

- +15. CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8 AND CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9 (Chip Willett, Bender Rosenthal; Sandra Brower, Higgs Fletcher & Mack; John Haggerty, Ryan Kohut)**

The Board of Directors will be briefed by legal counsel and the SANDAG real property negotiation team on the status of negotiations with Protea Properties, LLC, regarding the price and terms of payment of a potential settlement to acquire real property at 2565 Clairemont Drive, San Diego, CA 92117 (Assessor Parcel No. 430-030-59-00) in the matter of SANDAG v. SA Marina, LLC et al. (San Diego Superior Court Case No. 37-2016-00017083-CU-EI-CTL) for use by SANDAG to construct the Mid-Coast Corridor Transit Project.

- +16. CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8; AND POTENTIAL INITIATION OF LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(D)(4) (UP TO 5 POTENTIAL CASES) – DOWNTOWN BUS STOPOVER AND MULTIUSE FACILITY (Chip Willett, Bender Rosenthal; Andrew Rauch, Andrew Rauch APC; Richard Chavez, Julie Wiley)**

The Board of Directors will be briefed by the SANDAG negotiation team on the status of negotiations as to price and terms of payment to obtain rights to enter the following properties, all located within the block bounded by A Street, B Street, State Street, and Union Street, in San Diego, CA, for preliminary environmental and seismic testing: Assessor Parcel Nos. 533-413-01-00 (GLP Trust); 533-413-16-00 (McClellan Trust); 533-413-03-00 (1241 State Street, LLC); 533-413-04-00, 533-413-05-00, 533-413-06-00 (Creelman Mary E Trust/Townsend Family Trust); 533-413-10-00, 533-413-11-00, 533-413-12-00 (Stahlman Family Properties, LLC); 533-413-15-00 (Union & B, LLC).

- +17. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION: SIGNIFICANT EXPOSURE TO LITIGATION PURSUANT TO PARAGRAPH (2) OF SUBDIVISION (D) OF SECTION 54956.9 (ONE POTENTIAL CASE) (Mary Beth Coburn, Best, Best & Krieger; Jim Linthicum, Julie Wiley)**

The Board of Directors will be briefed on potential litigation against SANDAG related to the Los Peñasquitos Lagoon Bridge Replacement Project.

18. 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.

19. UPCOMING MEETINGS

INFORMATION

The next Board Policy meeting is scheduled for Friday, January 13, 2017, at 10 a.m. The next Board Business meeting is scheduled for Friday, January 27, 2017, at 9 a.m.

20. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

**AGENDA ITEM NO. 16-12-1
ACTION REQUESTED - APPROVE**

**BOARD OF DIRECTORS DISCUSSION AND ACTIONS
NOVEMBER 18, 2016**

Chair Ron Roberts (Chair, County of San Diego) called the meeting of the SANDAG Board of Directors to order at 9:05 a.m.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Jim Desmond (San Marcos), and a second by Mayor Ron Morrison (National City), the Board of Directors approved the minutes from the October 28, 2016, Board Business meeting. Yes – Chair Roberts, Vice Chair Terry Sinnott (Del Mar), Mayor Matt Hall (Carlsbad), Councilmember Carrie Downey (Coronado), Mayor Bill Wells (El Cajon), Deputy Mayor Lisa Shaffer (Encinitas), Councilmember Kristine Alessio (La Mesa), Mayor Morrison, Mayor Jim Wood (Oceanside), Mayor Steve Vaus (Poway), Councilmember Todd Gloria (City of San Diego A), Councilmember Lorie Zapf (City of San Diego B), Mayor Desmond, Vice Mayor Jack Dale (Santee), Councilmember Lesa Heebner (Solana Beach), and Supervisor Dianne Jacob (County of San Diego) (weighted vote, 97.62%). No – None (weighted vote, 0%). Abstain – Mayor Pro Tem Ed Spriggs (Imperial Beach) and Councilmember Jerry Jones (Lemon Grove) (weighted vote, 2.38%). Absent – Chula Vista, Escondido, and Vista.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Roberts introduced Chairman Cody Martinez, Southern California Tribal Chairmen's Association, and welcomed him to the Board of Directors.

Chair Roberts recognized the following outgoing Board members for their service to SANDAG: Vice Mayor Dale, Councilmember Gloria, Councilmember Heebner, Councilmember Shaffer, and Mayor Mary Sessom (Lemon Grove).

Chair Roberts acknowledged Gary Gallegos, Executive Director, for his birthday and presented him with a gift.

Clive Richard, a member of the public, spoke regarding his disappointment that Measure A did not pass, and expressed his appreciation to the outgoing members.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This report summarized the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors was asked to ratify these actions.

Action: Upon a motion by Mayor Vaus, and a second by Councilmember Heebner, the Board of Directors approved Item No. 3. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Mayor Mary Salas (Chula Vista), Councilmember Downey, Mayor Wells, Deputy Mayor Shaffer, Mayor Sam Abed (Escondido), Mayor Pro Tem Spriggs, Councilmember Alessio, Councilmember Jones, Mayor Morrison,

Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, Councilmember Heebner, Mayor Judy Ritter (Vista), and Supervisor Jacob (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – None.

CONSENT

4. REVISED 2017 BOARD OF DIRECTORS AND POLICY ADVISORY COMMITTEE ANNUAL MEETING CALENDAR (APPROVE)

The Board of Directors was asked to approve the revised calendar of meetings of the Board and Policy Advisory Committees for the upcoming year.

8. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)

Board members provided brief reports in writing on external meetings and events attended on behalf of SANDAG since the last Board Business meeting.

9. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (INFORMATION)

In accordance with various SANDAG Board Policies, this report summarized certain delegated actions taken by the Executive Director since the last Board Business meeting.

Action: Upon a motion by Mayor Wood, and a second by Councilmember Downey, the Board of Directors approved Consent Items No. 4, 8, and 9. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Mayor Salas, Councilmember Downey, Mayor Wells, Deputy Mayor Shaffer, Mayor Abed, Mayor Pro Tem Spriggs, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, Councilmember Heebner, Mayor Ritter, and Supervisor Jacob. No – None. Abstain – None. Absent – None.

Chair Roberts pulled Item No. 5 from consent for public comment and requested staff presentation.

5. BAYSHORE BIKEWAY SEGMENT 8B: FINAL MITIGATED NEGATIVE DECLARATION (ADOPT)

The Bayshore Bikeway Segment 8B Project will provide a 0.4-mile extension of the Bayshore Bikeway along Bay Boulevard south from Palomar Street in the City of San Diego. The Board of Directors was asked to adopt the Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project.

Omar Atayee, Senior Engineer, presented the item.

Victor Avine, representing County of San Diego Supervisor Greg Cox, spoke in support of this item.

Cindy Eldred, a member of the public, submitted written comments and spoke in opposition to this item.

Stacy Brenner, a member of the public, spoke in opposition to this item.

Action: Upon a motion by Mayor Salas, and a second by Councilmember Gloria, the Board of Directors adopted the Final Mitigated Negative Declaration and Mitigation Monitoring and

Reporting Program for the Bayshore Bikeway Segment 8B Project. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Mayor Salas, Councilmember Downey, Mayor Wells, Deputy Mayor Shaffer, Mayor Abed, Mayor Pro Tem Spriggs, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, Councilmember Heebner, Mayor Ritter, and Supervisor Jacob (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – None.

Vice Chair Sinnott pulled Items No. 6 and 7 from the consent agenda and requested staff presentations.

6. OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY FINANCE REPORT FOR THE PERIOD ENDING SEPTEMBER 30, 2016 (INFORMATION)

This quarterly report provided various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.

André Douzdjian, Finance Director, presented this item.

7. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - JULY THROUGH SEPTEMBER 2016 (INFORMATION)

This quarterly report summarized the current status of major transit, highway, arterial, traffic management, and Transportation Demand Management projects in the SANDAG five-year Regional Transportation Improvement Program for the period July through September 2016.

Asitha Seneviratne, Senior Project Scheduler, presented this item.

Action: Items No. 6 and 7 were presented for information only.

CHAIR'S REPORT

10. ELECTION OF 2017 SANDAG BOARD OFFICERS (APPROVE)

The Nominating Committee recommended the slate of candidates for SANDAG Chair, First Vice Chair, and Second Vice Chair for calendar year 2017. The Board of Directors was asked to elect SANDAG Board Officers for the upcoming year.

Chair Roberts introduced the item.

John Kirk, General Counsel, reviewed the procedures for election of Board officers.

Action: Upon a substitute motion by Deputy Mayor Shaffer, and a second by Councilmember Heebner, the Board of Directors voted to move forward with the election of the slate of officers for calendar year 2017 as recommended by the Nominating Committee. Yes – Vice Chair Sinnott, Mayor Salas, Councilmember Downey, Deputy Mayor Shaffer, Mayor Pro Tem Spriggs, Councilmember Gloria, Vice Mayor Dale, and Councilmember Heebner (weighted vote, 36%). No – Chair Roberts, Mayor Hall, Supervisor Jacob, Mayor Wells, Mayor Abed, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Vaus, Councilmember Zapf, Mayor Desmond, and Mayor Ritter (weighted vote, 59%). Abstain – Mayor Wood (weighted vote, 5%). Absent – None. The motion failed.

Action: Upon a substitute motion by Deputy Mayor Shaffer, and a second by Mayor Salas, the Board of Directors voted to postpone the elections until the board officer structure is decided on and a new 2017 SANDAG Board Officers Nomination process is completed. Yes – Mayor Salas, Councilmember Downey, Deputy Mayor Shaffer, Mayor Pro Tem Spriggs, Mayor Wood, Mayor Desmond, Vice Mayor Dale, and Councilmember Heebner (weighted vote, 23%). No – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Supervisor Jacob, Mayor Wells, Mayor Abed, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, and Mayor Ritter (weighted vote, 77%). Abstain – None (weighted vote, 5%). Absent – None. The motion failed.

Action: Upon a motion by Supervisor Jacob, and a second by Mayor Abed, the Board of Directors approved postponement of the election of the Second Vice Chair and directed the Executive Committee to consider potential changes to SANDAG Bylaws and Board Policies regarding the position, including consideration of assigning duties to Chairs of the Policy Advisory Committees. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Supervisor Jacob, Mayor Wells, Mayor Abed, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, and Mayor Ritter (weighted vote, 87%). No – Mayor Salas, Councilmember Downey, Deputy Mayor Shaffer, Mayor Pro Tem Spriggs, and Councilmember Heebner (weighted vote, 13%). Abstain – None (weighted vote, 0%). Absent – None.

Councilmember Gloria, Nominating Committee Chair, presented the item.

Action: Upon a motion by Mayor Abed, and a second by Mayor Vaus, the Board of Directors elected Chair Roberts to serve as Chair of the SANDAG Board of Directors for 2017. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Councilmember Downey, Supervisor Jacob, Mayor Wells, Mayor Abed, Mayor Pro Tem Spriggs, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, and Mayor Ritter (weighted vote, 89%). No – Deputy Mayor Shaffer and Councilmember Heebner (weighted vote, 3%). Abstain – Mayor Salas (weighted vote, 8%). Absent – None.

Action: Upon a motion by Mayor Wells, and a second by Mayor Vaus, the Board of Directors elected Deputy Mayor Sinnott to serve as First Vice Chair of the SANDAG Board of Directors for 2017. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Supervisor Jacob, Mayor Wells, Mayor Abed, Mayor Pro Tem Spriggs, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, and Mayor Ritter (weighted vote, 88%). No – Deputy Mayor Shaffer and Councilmember Heebner (weighted vote, 3%). Abstain – Mayor Salas and Councilmember Downey (weighted vote, 9%). Absent – None.

REPORTS

11. PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: OVERHEAD CONTACT SYSTEM INSULATOR AND CATCH CABLE REPLACEMENT PROJECT (APPROVE)

The Transportation Committee recommended that the Board of Directors accept \$2.95 million from Metropolitan Transit System (MTS) to fully fund the construction of the Overhead Contact System Insulator and Catch Cable Replacement Project (Capital Improvement Program Project No. 1129200) and amend the FY 2017 Program Budget accordingly.

Action: Upon a motion by Councilmember Alessio, and a second by Councilmember Downey, the Board of Directors approved accepting \$2.95 million from MTS to fully fund the construction of the Overhead Contact System Insulator and Catch Cable Replacement Project (Capital Improvement Program Project No. 1129200) and amending the FY 2017 Program Budget accordingly. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Councilmember Downey, Mayor Abed, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Vice Mayor Dale, Mayor Ritter, and Supervisor Jacob (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Mayor Salas, Mayor Wells, Deputy Mayor Shaffer, Mayor Pro Tem Spriggs, Mayor Desmond, and Councilmember Heebner.

12. PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: INTERSTATE 5/VOIGT DRIVE IMPROVEMENTS (APPROVE)

The Transportation Committee recommended that the Board of Directors approve an amendment to the FY 2017 Program Budget to add \$5.75 million in State Highway Operation and Protection Program funding to the Interstate 5 (I-5)/ Voigt Drive Improvement Project (Capital Improvement Program Project No. 1200508) for the construction of a half-mile auxiliary lane on southbound I-5 between Genesee Avenue and La Jolla Village Drive.

Councilmember Gloria introduced the item.

Action: Upon a motion by Vice Mayor Dale, and a second by Councilmember Gloria, the Board of Directors approved an amendment to the FY 2017 Program Budget to add \$5.75 million in State Highway Operation and Protection Program funding to the I-5/ Voigt Drive Improvement Project for the construction of a half-mile auxiliary lane on southbound I-5 between Genesee Avenue and La Jolla Village Drive. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Councilmember Downey, Deputy Mayor Shaffer, Mayor Abed, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Vice Mayor Dale, Mayor Ritter, and Supervisor Jacob (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Mayor Salas, Mayor Wells, Mayor Pro Tem Spriggs, Mayor Desmond, and Councilmember Heebner.

13. *TransNet* ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM: RECOMMENDED PROJECT AWARDS FOR EIGHTH CYCLE OF GRANT FUNDING (APPROVE)

The Regional Planning and Transportation Committees recommended that the Board of Directors award funding for the Eighth Cycle of the *TransNet* Environmental Mitigation Program Land Management Grants.

Action: Upon a motion by Deputy Mayor Shaffer, and a second by Councilmember Downey, the Board of Directors awarded funding for the Eighth Cycle of the *TransNet* Environmental Mitigation Program Land Management Grants. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Mayor Salas, Councilmember Downey, Deputy Mayor Shaffer, Mayor Abed, Mayor Pro Tem Spriggs, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, Councilmember Heebner, Mayor Ritter, and Supervisor Jacob (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – El Cajon.

14. REGIONAL SHORELINE MONITORING PROGRAM (APPROVE)

The Regional Planning Committee recommended that the Board of Directors continue the Regional Shoreline Monitoring Program for an additional five years based on the FY 2018 Estimated Program Cost. The Board of Directors also was asked to authorize the Executive Director to execute all documents necessary to implement the Program.

Councilmember Heebner introduced the item.

Action: Upon a motion by Deputy Mayor Shaffer, and a second by Mayor Vaus, the Board of Directors continued the Regional Shoreline Monitoring Program for an additional five years based on the FY 2018 Estimated Program Cost and authorized the Executive Director to execute all documents necessary to implement the Program. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Mayor Salas, Councilmember Downey, Deputy Mayor Shaffer, Mayor Abed, Mayor Pro Tem Spriggs, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Wood, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, Councilmember Heebner, Mayor Ritter, and Supervisor Jacob (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – El Cajon.

Chair Roberts took public comment for closed session items prior to adjourning to closed session.

Jeffrey Essakow, Protea Properties, spoke in support of working with Protea Properties and stopping the eminent domain process.

James La Mattery, Raise the Balloon, spoke in support of working with Protea Properties and stopping the eminent domain process.

Margaret E. Van Blaricom, Raise the Balloon, spoke in support of working with Protea Properties and stopping the eminent domain process.

Larry Willis, Raise the Balloon, spoke in support of working with Protea Properties and stopping the eminent domain process.

Ryan Mazelli, Raise the Balloon, spoke in support of working with Protea Properties and stopping the eminent domain process.

Michael Hunsacker, Raise the Balloon, spoke regarding access to water in high density buildings.

Tom Saliwanchik, Raise the Balloon, spoke in support of working with Protea Properties and stopping the eminent domain process.

Fran Marsh, Raise the Balloon, spoke in support of working with Protea Properties and stopping the eminent domain process.

Chair Roberts adjourned to closed session at 11:26 a.m.

15. CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8 AND CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9

The Board of Directors was briefed by the SANDAG real property negotiation team on the status of negotiations with Protea Properties, LLC, regarding the price and terms of payment of a potential

settlement to acquire real property at 2565 Clairemont Drive, San Diego, CA 92117 (Assessor Parcel No. 430-030-59-00) for use by SANDAG to construct the Mid-Coast Corridor Transit Project. The Board also was briefed on the status of litigation regarding acquisition of the subject parcel in the matter of SANDAG v. SA Marina, LLC et al. (San Diego Superior Court Case No. 37-2016-00017083-CU-EI-CTL).

16. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(d)(2) – ONE POTENTIAL CASE

The Board of Directors was briefed on a claim filed against SANDAG by Skanska USA Civil West California District Inc. alleging damages related to the Sorrento to Miramar Double Tracking Realignment Project.

Chair Roberts reconvened open session at 12:14 p.m.

Mr. Kirk reported the following out of closed session: the Board of Directors met in closed session on Items No. 15 and 16. On Item No. 15, the Board was updated on the referenced property acquisition, and directed staff as to strategy moving forward.

As to Item No. 16, the Board was briefed on the referenced claim, and voted unanimously to deny the claim. Yes – Chair Roberts, Vice Chair Sinnott, Mayor Hall, Councilmember Downey, Mayor Wells, Deputy Mayor Shaffer, Mayor Abed, Mayor Pro Tem Spriggs, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Mayor Vaus, Councilmember Gloria, Councilmember Zapf, Mayor Desmond, Vice Mayor Dale, Councilmember Heebner, Mayor Ritter, and Supervisor Jacob (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Chula Vista and Oceanside.

17. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

18. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, December 2, 2016, at 10 a.m. The next Board Business meeting is scheduled for Friday, December 16, 2016, at 9 a.m. (Please note, these meetings are scheduled for the first and third Fridays, respectively, due to the holiday schedule.)

19. ADJOURNMENT

Chair Roberts adjourned the meeting at 12:15 p.m.

**ATTENDANCE
SANDAG BOARD OF DIRECTORS' MEETING
NOVEMBER 18, 2016**

JURISDICTION	NAME	ATTEND OPEN SESSION	ATTEND CLOSED SESSION ITEM 15	ATTEND CLOSED SESSION ITEM 16
City of Carlsbad	Matt Hall (Primary)	Yes	Yes	Yes
City of Chula Vista	Mary Salas (Primary)	Yes	No	No
City of Coronado	Carrie Downey (Primary)	Yes	Yes	Yes
City of Del Mar	Terry Sinnott, First Vice Chair (Primary)	Yes	Yes	Yes
City of El Cajon	Bill Wells (Primary)	Yes	Yes	Yes
City of Encinitas	Lisa Shaffer (Primary)	Yes	Yes	Yes
City of Escondido	Sam Abed (Primary)	Yes	Yes	Yes
City of Imperial Beach	Ed Spriggs (1st Alt.)	Yes	Yes	Yes
City of La Mesa	Kristine Alessio (Primary)	Yes	Yes	Yes
City of Lemon Grove	Jerry Jones (1st Alt.)	Yes	Yes	Yes
City of National City	Ron Morrison (Primary)	Yes	Yes	Yes
City of Oceanside	Jim Wood (Primary)	Yes	No	No
City of Poway	Steve Vaus (Primary)	Yes	Yes	Yes
City of San Diego – B	Lorie Zapf (1st Alt.)	Yes	Yes	Yes
City of San Diego – A	Todd Gloria (Primary)	Yes	Yes	Yes
City of San Marcos	Jim Desmond (Primary)	Yes	Yes	Yes
City of Santee	Jack Dale (Primary)	Yes	Yes	Yes
City of Solana Beach	Lesa Heebner (Primary)	Yes	Yes	Yes
City of Vista	Judy Ritter (Primary)	Yes	Yes	Yes
County of San Diego – A	Dianne Jacob (Primary, Seat A)	Yes	Yes	Yes
County of San Diego - B	Ron Roberts, Chair (Primary, Seat B)	Yes	Yes	Yes
Caltrans	Laurie Berman (1st. Alt.)	Yes		
MTS	Harry Mathis (Primary)	Yes		
NCTD	Mark Packard (Primary)	Yes		
Imperial County	Sup. John Renison (Primary)	No		
US Dept. of Defense	Steve Chung (Alternate)	Yes		
SD Unified Port District	Garry Bonelli (Primary)	Yes		
SD County Water Authority	Mark Muir (Primary)	Yes		
Mexico	Rafael Laveaga (Alternate)	Yes		
Southern California Tribal Chairmen's Association	Cody Martinez (Primary)	Yes		



ACTIONS FROM POLICY ADVISORY COMMITTEES

File Number 8000100

Introduction

The following actions were taken by the Policy Advisory Committees since the last Board of Directors meeting.

Recommendation

The Board of Directors is asked to ratify the actions of the Policy Advisory Committees.

BORDERS COMMITTEE MEETING (November 18, 2016)

The Borders Committee meeting was cancelled.

PUBLIC SAFETY COMMITTEE MEETING (November 18, 2016)

The Public Safety Committee recommended the following approval:

- Recommended that the proposed public safety-related goals be included in the 2017 Legislative Program.

EXECUTIVE COMMITTEE MEETING (December 2, 2016)

The Executive Committee took the following actions and recommended the following approvals:

- Recommended that the Board of Directors approve the Executive Director's evaluation for the period July 2015 to June 2016, determining his performance satisfactory, and a 4 percent bonus award based on the Executive Director's performance during the past year; and directed staff to return to the next Executive Committee meeting with revised FY 2017 Strategic Goals, Major Initiatives, and Key Success Indicators that would be used to evaluate the overall performance of the Executive Director.
- Directed staff to return to the Executive Committee with proposed amendments to the SANDAG Bylaws and Board Policies based on their recommendations regarding the Second Vice Chair position.
- Approved the draft agenda for the December 16, 2016, Board Business meeting, as amended, and the possible cancellation of the January 13, 2017, Board Policy meeting if no items are identified.

REGIONAL PLANNING COMMITTEE (December 2, 2016)

The Regional Planning Committee meeting was cancelled.

TRANSPORTATION COMMITTEE MEETING (December 9, 2016)

The Transportation Committee made the following recommendations:

- Recommended that the Board of Directors approve an amendment to the FY 2017 Program Budget, adding \$61.98 million in Transit and Intercity Rail Capital Program funding, \$18.15 million in *TransNet* Program funding, and \$3.96 million in funds from the City of San Diego to the Elvira to Morena Double Track (EMDT) Project (Capital Improvement Program Project No. 1239811), increasing the project budget to \$192.5 million; approve the Guaranteed Maximum Price negotiated between Mid-Coast Transit Constructors and SANDAG for Supplement 5 of the Construction Manager/General Contractor Construction Services Agreement for the EMDT Project in the amount of \$93.6 million; and authorize the Executive Director to execute Supplement 5.
- Recommended that the Board of Directors adopt Resolution No. 2017-13, certifying the results of the San Diego Regional Active Transportation Program (ATP) competition including the proposed ATP Application Ranking and Funding Recommendation, and recommend that the California Transportation Commission fund the San Diego Regional ATP projects.
- Recommended that the Board of Directors approve an amendment to the FY 2017 Program Budget to accept \$1,246,419 from the Metropolitan Transit System to fund the Centralized Train Control Maintenance (Overall Work Program No. 3312300), and extend the duration of contract No. 5000786 with ARINC, a Division of Rockwell Collins, to December 31, 2021, and increase its capacity by \$5 million.

PUBLIC SAFETY COMMITTEE MEETING (December 9, 2016)

The Public Safety Committee meeting was cancelled.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED - APPROVE

APPROVAL OF PROPOSED CONTRACT AWARDS

File Number 8000100

Introduction

Pursuant to Board direction, construction and professional services awards associated with an original solicitation valued at \$5 million or more require approval by the Board of Directors.

Discussion

Job Order Contract – General Electrical, Traffic Signal, and Communications Services

The Board of Directors authorized the Executive Director to conduct a solicitation for qualified firms with expertise in general electrical, traffic signal, and communications services at its meeting on October 23, 2015. This procurement was a joint effort to benefit SANDAG and the San Diego Metropolitan Transit System (MTS). These services are needed to support the two agencies' needs in the areas of traffic signalization and synchronization systems, general electrical and related services.

As required by SANDAG Board Policy, an engineer's estimate was prepared by SANDAG and MTS resulting in an estimated amount of \$7 million (\$5 million for SANDAG and \$2 million for MTS) over a three-year period. Factors that were considered in developing the estimate include historical use of construction services by the two agencies, as well as knowledge of future needs.

In September 2016, SANDAG conducted a formal procurement to solicit services from qualified firms, and four bids were received. Staff is recommending approval of a contract award to Select Electric, Inc., with a term of three years and a contract amount of \$5 million for the SANDAG portion. A summary of overall bid results is included as Attachment 1.

Job Order Contract – Railroad Signals, Overhead Catenary System, and Track Work Services

The Board of Directors authorized the Executive Director to conduct a solicitation for qualified firms with expertise in railroad signals, overhead catenary system, and track work services at its meeting on October 23, 2015. This procurement was a joint effort to benefit SANDAG and MTS. These

Recommendation

The Board of Directors is asked to authorize the Executive Director to execute contract awards for Job Order Contract – General Electrical, Traffic Signal, and Communications Services; Job Order Contract – Railroad Signals, Overhead Catenary System, and Track Work Services; Job Order Contract – General Building and Facilities Construction Services; and Regional Back-Office System, as detailed herein.

services are needed to support the two agencies' needs in the areas of railroad signal, track work improvements, grade crossing warning devices, overhead catenary, and related services.

As required by SANDAG Board Policy, an engineer's estimate was prepared by SANDAG and MTS resulting in an estimated amount of \$9 million (\$7.5 million for SANDAG and \$1.5 million for MTS) over a three-year period. Factors that were considered in developing the estimate include historical use of construction services by the two agencies, as well as knowledge of future needs.

In September 2016, SANDAG conducted a formal procurement to solicit services from qualified firms, and three bids were received. Staff is recommending approval of a contract award to HMS Construction, Inc., with a term of three years and a contract amount of \$7.5 million for the SANDAG portion. A summary of overall bid results is included as Attachment 2.

Job Order Contract – General Building and Facilities Construction Services

The Board of Directors authorized the Executive Director to conduct a solicitation for qualified firms with expertise in general building and facility construction services at its meeting on October 23, 2015. This procurement was a joint effort to benefit SANDAG and MTS. These services are needed to support the two agencies' needs for the performance of minor routine or recurring construction; or for the renovation, alteration, or repair of existing public facilities and related services.

As required by SANDAG Board Policy, an engineer's estimate was prepared by SANDAG and MTS resulting in an estimated amount of \$5 million (\$4 million for SANDAG and \$1 million for MTS) over a three-year period. Factors that were considered in developing the estimate include historical use of construction services by the two agencies, as well as knowledge of future needs.

In September 2016, SANDAG conducted a formal procurement to solicit services from qualified firms and four bids were received. Staff is recommending approval of a contract award to ABC Construction Company, Inc., with a term of three years and a contract amount of \$4 million for the SANDAG portion. A summary of overall bid results is included as Attachment 3.

Regional Back-Office System

The Board of Directors authorized the Executive Director to conduct a solicitation for qualified firms to replace and consolidate the agency's two existing customer service center systems and operations (State Route 125 and Interstate 15) into a new regional back-office system at its meeting on July 21, 2015.

As required by SANDAG Board Policy No. 016: Procurement of Services, an Independent Cost Estimate (ICE) was prepared by SANDAG resulting in an amount of \$30.7 million over a seven-year period, with the potential of five, one-year options to extend the contract. Factors that were considered in developing the estimate included historical use of outside consultants and current market conditions based on prices obtained from recent proposals on two similar toll facilities. These projects are included in the existing SANDAG Program Budget (Project No. 1400002).

In April 2016, SANDAG conducted a formal procurement to solicit services from qualified firms, and four proposals were evaluated in the final phase. Staff is recommending approval of a contract award to ETAN Industries for an amount of \$28 million, with a term of seven years and the potential of five, one-year options. The difference between the contract award amount and the ICE can be attributed to the functionality that is included. ETAN has proposed that most required functionality can be included as part of the basic software with less customization as compared to the other proposers. A summary of overall evaluation results is included as Attachment 4.

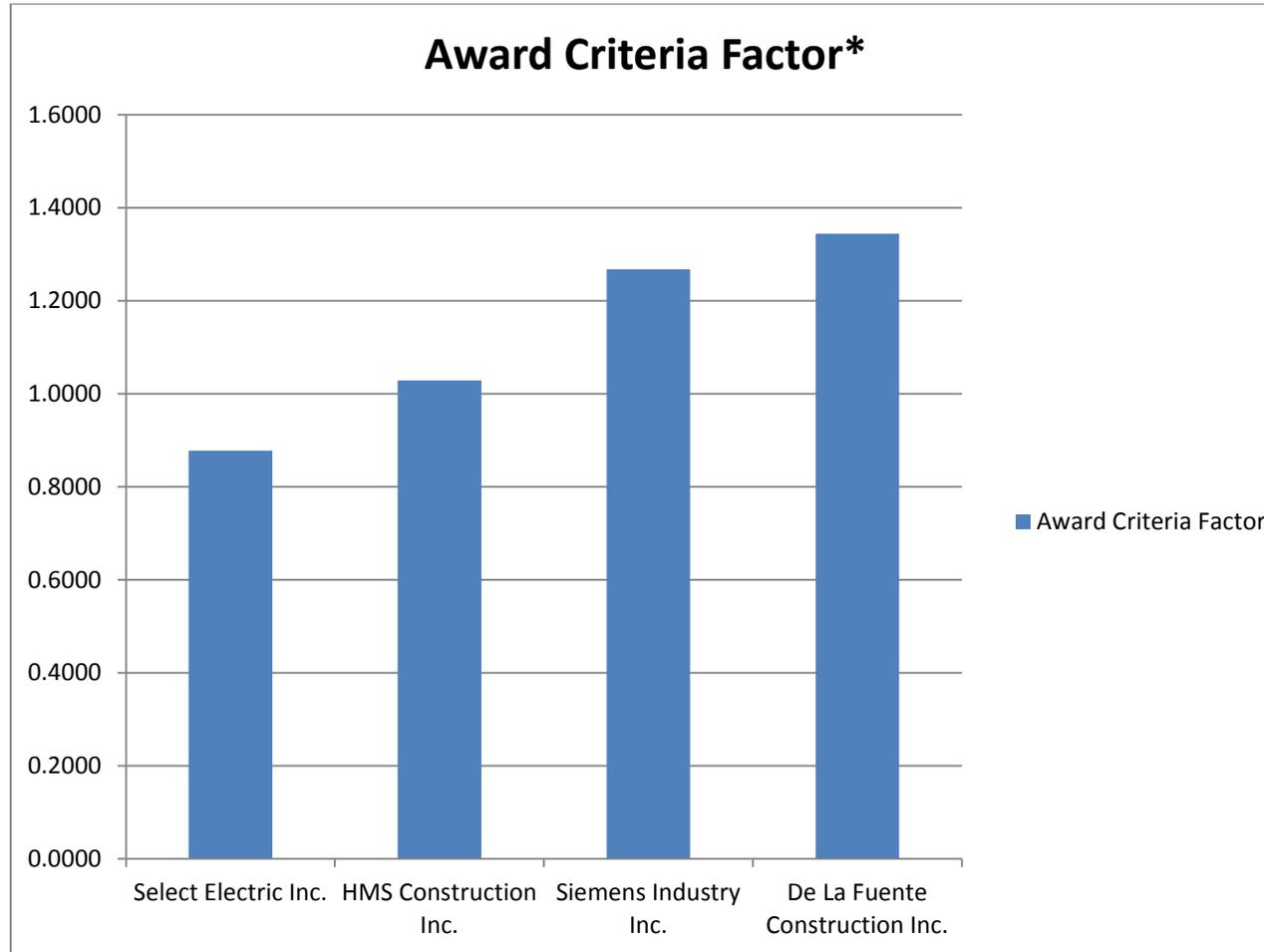
GARY L. GALLEGOS
Executive Director

- Attachments:
1. Bid Summary Chart: Job Order Contract – General Electrical, Traffic Signal, and Communications Construction Services
 2. Bid Summary Chart: Job Order Contract – Railroad Signals, Overhead Catenary System, and Track Work Construction Services
 3. Bid Summary Chart: Job Order Contract – General Building and Facilities Construction Services
 4. Regional Back-Office Systems Summary of Overall Evaluation Results

Key Staff Contact: Laura Côté, (619) 699-6947, laura.cote@sandag.org

Summary of Bids

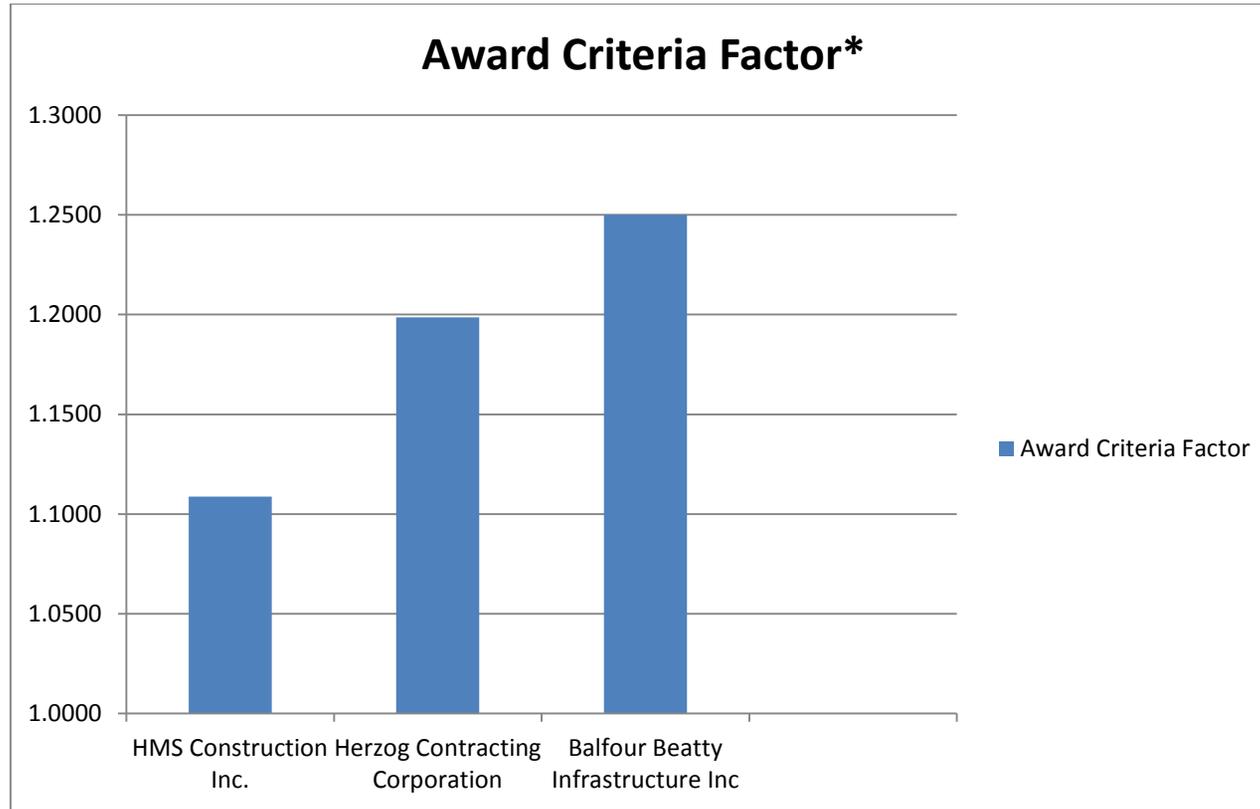
Job Order Contract - General Electrical, Traffic Signal and Communications Construction Services, IFB 5007502



* Award is made by low bid using an Award Criteria Factor which is a weighted combination of five adjustment factors (factors include work during regular work hours, regular work hours within the railroad right-of-way, non-regular work hours, non-regular work hours within the railroad right-of- way, and restricted hours).

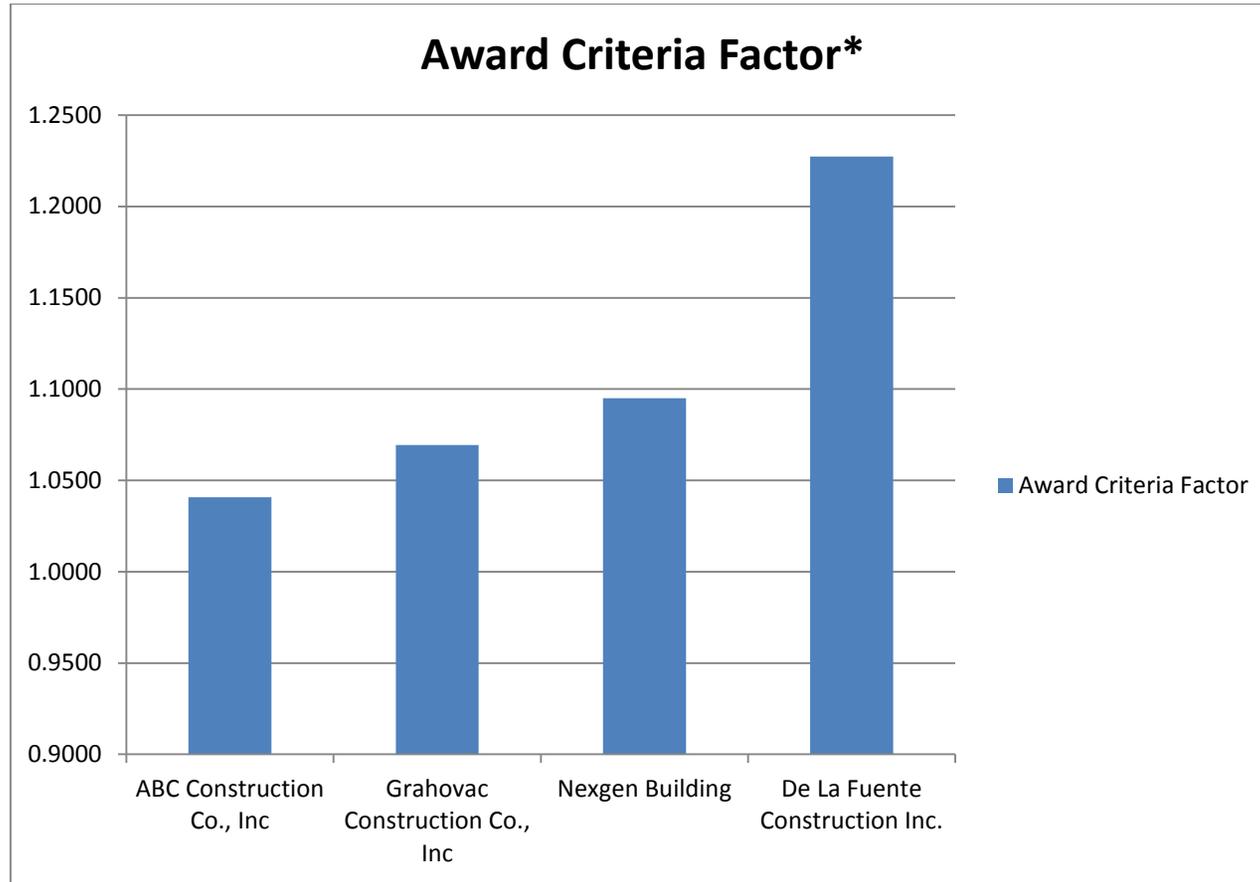
Summary of Bids

Job Order Contract - Railroad Signals, Overhead Catenary System, and Track Work Construction Services, IFB 5007506



* Award is made by low bid using an Award Criteria Factor which is a weighted combination of five adjustment factors (factors include work during regular work hours, regular work hours within the railroad right-of-way, non-regular work hours, non-regular work hours within the railroad right-of-way, and restricted hours).

Summary of Bids
Job Order Contract - General Building and Facilities Construction Services, IFB 5007503



* Award is made by low bid using an Award Criteria Factor which is a weighted combination of five adjustment factors (factors include work during regular work hours, regular work hours within the railroad right-of-way, non-regular work hours, non-regular work hours within the railroad right-of-way, and restricted hours).

Summary of Overall Evaluation Results
Regional Back Office System RFP

Proposer	Evaluation Criteria	Total Combined Weighted Score	Total Combined Weighted Score Possible	Sum of Ranks	Overall Rank*
ETAN Industries	Firm Qualifications	16.25	20.00	4	1
	Key Team Qualifications	40.63	50.00		
	Approach-Technical Requirements	100.50	120.00		
	Approach-Project Plan/Implementation	43.13	50.00		
	Approach-Maint./Software Support	35.00	40.00		
	Price Proposal	120.00	120.00		
	Total Score	355.50	400.00		
TransCore	Firm Qualifications	15.00	20.00	9	2
	Key Team Qualifications	36.25	50.00		
	Approach-Technical Requirements	66.00	120.00		
	Approach-Project Plan/Implementation	28.75	50.00		
	Approach-Maint./Software Support	24.00	40.00		
	Price Proposal	69.60	120.00		
	Total Score	239.60	400.00		
Cubic Transportation Systems	Firm Qualifications	9.50	20.00	13	3
	Key Team Qualifications	27.50	50.00		
	Approach-Technical Requirements	60.00	120.00		
	Approach-Project Plan/Implementation	26.25	50.00		
	Approach-Maint./Software Support	22.00	40.00		
	Price Proposal	82.80	120.00		
	Total Score	228.05	400.00		
Cofiroute USA, LLC	Firm Qualifications	11.50	20.00	14	4
	Key Team Qualifications	25.00	50.00		
	Approach-Technical Requirements	66.00	120.00		
	Approach-Project Plan/Implementation	26.88	50.00		
	Approach-Maint./Software Support	21.00	40.00		
	Price Proposal	66.00	120.00		
	Total Score	216.38	400.00		

*Final Proposer Overall Rank is determined using the Sum of Ranks instead of the Total Combined Weighted Score. Each evaluator's total scores are sorted into individual Proposal ranks. Their individual ranks are then added together for a Sum of Ranks. The Sum of Ranks are ordered into Overall Ranks, with the lowest number indicating which Proposal scored the highest across the evaluators. This measure is more objective, mitigating for and normalizing the evaluators' scoring differentials.



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED – APPROVE

**FY 2016 TRANSPORTATION DEVELOPMENT ACT
AUDIT EXTENSION REQUEST**

File Number 1500300

Introduction

In accordance with California Public Utilities Code (PUC) Section 99245, each Transportation Development Act (TDA) claimant must submit an audit within 180 days after the end of the fiscal year. SANDAG, acting as the Regional Transportation Planning Agency (RTPA) for the San Diego region, may grant up to a 90-day extension, moving the deadline from December 27, 2016, to no later than March 27, 2017. No further extensions are permitted.

Recommendation

The Board of Directors is asked to approve a Transportation Development Act audit extension request for North County Transit District, until January 31, 2017, as permitted by the California Public Utilities Code and the California Code of Regulations.

The TDA audit requirements are governed by the California PUC and the California Code of Regulations, which specifically prohibit approval of the FY 2018 TDA allocations until the FY 2016 TDA audits are submitted to the State Controller's Office.

Discussion

SANDAG, as the RTPA, is to receive the annual fiscal audit report from each claimant within 180 days of the fiscal year end. While every effort is made to complete all audits within the 180 days, the RTPA may grant up to a 90-day extension when an extension is needed. The North County Transit District (NCTD) audit fieldwork is complete; however, the final independent auditor draft audit review may not be concluded by December 27, 2016. NCTD is requesting an extension to allow sufficient time to provide final documentation for the audit process.

NCTD is expected to issue the audit reports no later than January 31, 2017.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Extension Request for FY 2016 TDA Audit

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



810 Mission Avenue
Oceanside, CA 92054

(760) 966-6500
(760) 967-2001 (fax)
www.GoNCTD.com

December 2, 2016

Ms. Lisa Kondrat-Dauphin
Senior Accountant
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101-4231

Re: Extension Request for FY 2016 Transportation Development Act Audit

Dear Ms. Kondrat-Dauphin:

In accordance with California Public Utilities Code (PUC) § 99245, a Transportation Development Act (TDA) claimant must submit an audit within 180 days after the end of the fiscal year to its respective Regional Transportation Planning Agency (RTPA). As a TDA claimant, the North County Transit District (NCTD) submits its annual certified fiscal audit (audit) to the San Diego Association of Governments (SANDAG), who acts as the RTPA for the San Diego region. Under PUC §99245, SANDAG may grant an extension of the submittal deadline of up to 90 days as it deems necessary.

The NCTD audit fieldwork is complete. However, the final independent auditor draft audit review may not be concluded by December 27, 2016, which is the due date for the NCTD fiscal year (FY) 2016 audit submittal. While NCTD is working diligently to have its FY 2016 audit completed by the December 27, 2016 deadline, in an abundance of caution, NCTD is requesting an extension to January 31, 2017, as allowed under PUC § 99245.

NCTD understands that the TDA audit requirements, which are governed by the California PUC and the California Code of Regulations, specifically prohibit approval of the FY 2018 TDA allocations until its FY 2016 audit is submitted to SANDAG and the State Controller's Office.

NCTD sincerely appreciates your consideration of this request. If you have any questions, or need additional information, I may be reached at (760) 967-2829 or via e-mail at lcofresihowe@nctd.org. Thank you.

Sincerely,



(Ms.) Luz Cofresi-Howe
Chief Financial Officer

BOARD OF DIRECTORS

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Councilmember, City of Carlsbad
Board Chair

Rebecca Jones
Vice Mayor, City of San Marcos
Board Vice-Chair

Donald Mosier
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Deputy Mayor, City of Oceanside

Bill Horn
Supervisor, County of San Diego

Mike Nichols
Councilmember, City of Solana Beach

John J. Aguilera
Councilmember, City of Vista

EXECUTIVE DIRECTOR
Matthew O. Tucker

GENERAL COUNSEL
Lori A. Winfree

Re: Extension Request for FY 2016 Transportation Development Act Audit
December 2, 2016
Page 2 of 2

cc: Matthew O. Tucker, Executive Director, NCTD
Mary Aykroid, Deputy Chief Finance and Accounting Officer, NCTD
Janeé Harris, Compliance Officer, NCTD



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED - APPROVE

**PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT:
CENTRALIZED TROLLEY CONTROL MAINTENANCE**

File Number 3312300

Introduction

On September 2, 2016, the Transportation Committee approved the acceptance of \$353,467 from the Metropolitan Transit System (MTS) to fund maintenance of the Centralized Train Control (CTC) Project until December 31, 2016. At that time, the Committee requested staff return with the plan to fund the maintenance of CTC in future years. At its December 9, 2016, meeting, the Transportation Committee recommended the Board of Directors approve an amendment to the FY 2017 Program Budget to fund the CTC maintenance, extend the duration of the contract with ARINC, the current CTC maintenance contractor, by five years to December 31, 2021, and increase the contract capacity by \$5 million.

Recommendation

The Transportation Committee recommends that the Board of Directors: (1) approve an amendment to the FY 2017 Program Budget to accept \$1,246,419 from the Metropolitan Transit System to fund the Centralized Trolley Control Maintenance (Overall Work Program Project No. 3312300), in substantially the same form as Attachment 1; and (2) extend the duration of Contract No. 5000786 with ARINC, a Division of Rockwell Collins, to December 31, 2021, and increase its capacity by \$5 million.

Discussion

The CTC Project integrates information sharing capabilities with stand-alone field signaling, traction power, and public address and messaging systems. The system is used for train tracking, dispatching, security, monitoring, and control systems for the Metropolitan Transit System (MTS) Rail Operations.

SANDAG entered into an agreement with ARINC¹ in 2007 to develop the CTC system over multiple phases. Phase IV was completed in 2012 with a one-year warranty. A three-year maintenance agreement for the CTC system started in 2013 and provides support services, ongoing system testing, and software updates such as operating systems patches and bug fixes. This agreement expires on December 31, 2016, and a new maintenance agreement is required to keep the system running smoothly.

¹ Since the original contract with ARINC was signed in 2007, ARINC was purchased and is now a division of Rockwell Collins.

SANDAG and ARINC have negotiated a five-year maintenance agreement beginning January 1, 2017, and ending December 31, 2021. Under the agreement, ARINC will provide CTC maintenance responsibilities in largely the same form as have been provided since 2013. Maintenance would be executed via a new task order each calendar year. SANDAG would have the opportunity to terminate the contract at any time without incurring additional charges.

The Transportation Committee recommends approval of an amendment to the FY 2017 Program Budget to accept \$1,246,419 from MTS for the CTC Maintenance Project (Overall Work Program [OWP] 3312300), as provided for in Attachment 1. On November 10, 2016, the MTS Board approved this transfer, as shown in Attachment 2. These funds are to be used for preventative maintenance, quality assurance/control, system testing, and updates of the existing CTC system.

In addition to increasing the Program Budget by \$1.246 million, the Transportation Committee also recommends extending the ARINC contract to December 31, 2021, and increasing the contract capacity by \$5 million, from \$10.9 million to \$15.9 million. Including maintenance, MTS has estimated that it needs \$3.7 million to cover potential new work such as system enhancements and technology refreshes. Technology refreshes would include new hardware as well as upgrading to a new operating system for CTC. Mid-Coast integration is expected to utilize the remaining \$1.3 million of additional contract capacity. This capacity increase does not change the current budget since funds are not presently available. However, when funds do become available, this capacity increase will allow future task orders to be executed up to the increased capacity limit of \$15.9 million.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Proposed Program Budget Amendment for OWP 3312300, CTC Maintenance
 2. MTS Board of Directors Fund Transfer Approval November 10, 2016

Key Staff Contact: Dale Neuzil, (619) 595-5373, dale.neuzil@sandag.org

WORK ELEMENT: 33123.00 Centralized Trolley Control Maintenance
FY 2017 BUDGET: ~~\$353,467~~ \$472,449
AREA OF EMPHASIS: Regional Operations and Services

Amendment Title: Amendment to modify budget per MTS fund transfer

Funds Source				
	Prior	FY 2017	FY 2018 - 2022	Total
Contribution from Local Cities or Member Agencies	\$1,152,229	\$353,467 \$472,449	\$0 \$1,127,437	\$1,505,696 \$2,752,115
TOTAL	\$1,152,229	\$353,467 \$472,449	\$0 \$1,127,437	\$1,505,696 \$2,752,115

Note: Reimbursement from MTS per MOU Addendum 17

Funds Application				
	Prior	FY 2017	FY 2018 - 2022	Total
Salaries, Benefits, Indirect	\$0	\$0 \$8,971	\$0 \$81,029	\$0 \$90,000
Contracted Services	\$1,152,229	\$353,467 \$463,478	\$0 \$1,046,408	\$1,505,696 \$2,662,115
TOTAL	\$1,152,229	\$353,467 \$472,449	\$0 \$1,127,437	\$1,505,696 \$2,752,115

OBJECTIVE

The Objective of this project is to provide for software and hardware maintenance of the MTS Centralized Trolley Control (CTC) system, as well as enhancements needed as future phases (implementation) are still being delivered. Emphasis in FY 2017 will be to execute a renewed five-year maintenance agreement and monitor performance of the contract.

PREVIOUS ACCOMPLISHMENTS

The CTC system was delivered under CIP 1142500 along with a complete back office system and passenger information system via next train arrival signs and public address announcements. The software and hardware was subsequently maintained and enhanced over the last three years.

Project Manager: [Neuzil, Dale](#)
Committee(s): Transportation Committee
Working Group(s):

PRODUCTS, TASKS, AND SCHEDULES FOR FY2017

Task No.	% of Effort	Task Description / Product / Schedule
1	100	<p>Task Description: Execution, management, and oversight of software and hardware maintenance contract for CTC back office system</p> <p>Product: Completed contract for system support with qualified vendor. Enhancements as needed.</p> <p>Completion Date: 6/30/2017</p>

FUTURE ACTIVITIES

PRODUCTS, TASKS, AND SCHEDULES

Task No.	% of Effort	Task Description / Product / Schedule
2	100	<p>Task Description: Execution, management, and oversight <u>Management</u> of Software and Hardware Maintenance contract for CCTC back office system</p> <p>Product: Oversight of system support activities. Enhancements as needed.</p> <p>Completion Date: 6/30/2021</p>

Note: MTS to transfer an additional \$1,246,419 to cover maintenance and staff time for calendar years 2017-2021 per MOU Addendum 17 approved by MTS Board on 11/10/16.



1255 Imperial Avenue, Suite 1000
 San Diego, CA 92101-7490
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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 10, 2016

SUBJECT:

CENTRALIZED TRAIN CONTROL SYSTEM MAINTENANCE SERVICES

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G0930.17-04.29.2, (in substantially the same format as Attachment A) with San Diego Association of Governments (SANDAG), for the provision of preventative maintenance services on software and equipment for the Centralized Train Control (CTC) System.

Budget Impact

The funding for this maintenance agreement is budgeted in the Information Technology operations budget and will not exceed \$1,246,419.00 for calendar years 2017 through 2021.

Description	Cost
Calendar Year 2017 - Base Contract	\$ 220,021.00
Calendar Year 2018 - Base Contract	\$ 225,340.00
Calendar Year 2019 - Base Contract	\$ 230,663.00
Calendar Year 2020 - Base Contract	\$ 237,018.00
Calendar Year 2021 - Base Contract	\$ 243,377.00
Total Base Contract 5 year Cost	\$1,156,419.00

<u>Administration Expenses</u>	
SANDAG Administration Hours 2017	\$ 18,000.00
SANDAG Administration Hours 2018	\$ 18,000.00
SANDAG Administration Hours 2019	\$ 18,000.00
SANDAG Administration Hours 2020	\$ 18,000.00



SANDAG Administration Hours 2021	\$ 18,000.00
Total Administration Expenses 5 year Cost	\$90,000.00
Grand Total	\$1,246,419.00

DISCUSSION:

In December 2007, SANDAG awarded ARINC a contract to design and install a new CTC system for light rail transit operations in greater San Diego for the MTS Rail Operations of San Diego Trolley, Inc.

ARINC implemented a new CTC system with centralized train control, routing and tracking, monitoring and controlling of 53 miles of track, substations, feeders and overhead catenary. The project was accepted and signed off in 2012. As the system was under warranty for that calendar year, a maintenance agreement was not required until 2013.

Under the master memorandum of understanding (MOU) with SANDAG (MTS Doc. No. G0930.17-04, SANDAG Addendum 17), in June 2014 MTS entered into MTS Doc. No. G0930.17-04.29 for CTC maintenance, (performed by ARINC as SANDAG's contractor), for calendar years 2013 – 2015, in an amount, not to exceed \$1,152,229.00.

In July 2016, MTS executed amendment MTS Doc. No. G0930.17-04.29.1, CTC System and Customer Information System (CIS) in the amount of \$353,467.00 for calendar year 2016.

An agreement with SANDAG for calendar year 2017 through 2021 is now required to reimburse SANDAG for the full and actual cost for maintenance services performed by ARINC. MTS Doc. No. G0930.17-04.29.2 will cover the services below:

Scope of Work to be Performed by SANDAG:

SANDAG will provide overall project management and procurement services for the ARINC contract.

Scope of Work to be Performed by ARINC:

ARINC will provide the following:

1. Maintenance of the system software (including operating system, networking software, and software utilities).
2. Third-party software package updates.
3. Software version support.
4. Phone and on-site support.

MTS agrees to reimburse SANDAG for the full and actual cost for maintenance services in an amount not to exceed \$1,246,419.00 over the term of the agreement. This amount shall include eligible costs for the software and hardware maintenance, quality

assurance/control, testing and update services available from ARINC. In the event that this amount will be exceeded, MTS will meet with SANDAG to discuss the need for additional hours. In no event shall MTS have the responsibility to move forward until the parties are able to identify sufficient funding for hours associated with out of scope tasks.

Therefore, staff recommends that the Board of Directors authorize the CEO to execute MTS Doc. No. G0930.17-04.29.2, (in substantially the same format as Attachment A), for the provision of preventative maintenance services on software and equipment for the Centralized Train Control (CTC) System for calendar year 2017 through 2021.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Addendum 17 Project Scope of Work

ATTACHMENT A
Addendum 17 Project Scope of Work

MTS File No.	G0930.17-04.29.2	SANDAG Reference No.	5000710 SOW 6_
CIP Title:	Centralized Train Control Maintenance		
CIP No.	1142500	Project Managers:	MTS – Sandra Bobek SANDAG – Francine Jimenez
Lead Agency:	MTS	Operating Agency:	MTS
Estimated Start Date:	January 1, 2017	Original SOW ___ Budget	\$1,246,419
Estimated Completion Date:	December 31, 2021	Additional SOW ___ Budget (this amendment)	N/A
Total CIP Budget	\$1,246,419	Total SOW Budget (value of work to be invoiced between SANDAG/MTS):	\$1,246,419

Intended Source of Funds: (Describe types and amounts of local, state and/or federal funding and attach any unique pass-through requirements): MTS will be utilizing local MTS operations funding

Describe Any Necessary Transfers of Project Funds Between the Parties:

MTS shall transfer \$\$1,246,419 in funding to SANDAG for services described herein.

Project Description:

This project is for the productive and preventative maintenance services of software and hardware equipment through the end of Calendar Year (CY) 2021 for the Centralized Train Control (CTC) System. SANDAG will confirm with MTS annually that MTS desires to renew the agreement for that calendar year and upon receipt of confirmation, SANDAG will issue a task order to the vendor for that calendar year only.

Scope of Work to be Performed by MTS:

MTS agrees to reimburse SANDAG for the full and actual cost for maintenance services in an amount not to exceed \$1,246,419. This amount shall include eligible costs for the software and hardware maintenance, quality assurance & control, testing, and system update services available from the SANDAG vendor (ARINC) and annual SANDAG Administration in an amount not to exceed 120 hours. In the event that SANDAG notifies MTS that this will be exceeded, MTS will meet with SANDAG to discuss the need for additional hours. In no event shall SANDAG have the responsibility to move forward until the parties are able to identify sufficient funding for hours associated with out of scope tasks.

Scope of Work to be Performed by SANDAG Consultant (ARINC):

1. Maintenance and upgrading of the system software including operating system, networking software and software utilities.
2. Third-party software package updates (such as database managers).
3. Software version support (as described above).
4. Development of new application software (estimated time and material, with minimum service charge).
5. Phone and on-site support for system installation of new revision level software (including parts and labor).

The estimated cost for services can be found in Attachment 1.

Scope of Work to be Performed by SANDAG:

SANDAG will provide overall project management services for the Project maintenance and provide funding as approved by the SANDAG Board of Directors.

Any Additional Project-Specific Conditions:

None

APPROVED BY:
SANDAG

METROPOLITAN TRANSIT SYSTEM

Jim Linthicum
Director of Mobility Management and
Project Implementation

Date

Paul Jablonski
Chief Executive Officer

Date

Attachment 1

Additional Services to be provided by ARINC

Description	Cost
Calendar Year 2017 - Base Contract	\$ 220,021.00
Calendar Year 2018 - Base Contract	\$ 225,340.00
Calendar Year 2019 - Base Contract	\$ 230,663.00
Calendar Year 2020 - Base Contract	\$ 237,018.00
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Total Base Contact 5 year Cost	\$1,156,419.00
Administration Expenses	
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SANDAG Administration Hours 2020	\$ 18,000.00
SANDAG Administration Hours 2021	\$ 18,000.00
Total Administration Expenses 5 year Cost	\$90,000.00
Grand Total	\$1,246,419.00

The tasks and/or elements corresponding to this amount are listed in the table.



**SANDAG DISADVANTAGED BUSINESS ENTERPRISE
PROGRAM UPDATE**

File Number 8000100

Introduction

SANDAG has an established Disadvantaged Business Enterprise (DBE) Program in accordance with Title 49 Code of Federal Regulations (CFR) Part 26 provisions, which concerns participation by DBEs in United States Department of Transportation (DOT) Programs. Since SANDAG receives funding directly from the Federal Transit Administration (FTA), it has established and implemented a distinct DBE Program for FTA-assisted projects. SANDAG also receives funds from the Federal Highway Administration (FHWA) as a subrecipient through Caltrans. SANDAG is required to adopt the Caltrans DBE Program for FHWA-assisted contracts, including setting goals on all individual contracts. The DBE Program, which is developed in accordance with applicable law, is designed to level the playing field to encourage participation of DBEs on SANDAG federally-funded projects.

On projects with full funding grant agreements, FTA requires a project goal that is separated from the FTA Triennial Overall DBE goal. Since the Mid-Coast Corridor Transit Project is such a project, SANDAG status on the Mid-Coast DBE goal also is discussed in this report.

At its July 24, 2015, meeting, the Board of Directors approved the Final Federal Fiscal Year (FFY) 2016 - FFY 2018 FTA Triennial Overall DBE Goal. The FFY 2016 – FFY 2018 Overall DBE Goal was effective on October 1, 2015, and is set at 8 percent.

This report summarizes the commitments and awards made to DBEs for FFY 2016.

Discussion

DBE Program Results for FFY 2016

SANDAG conducts annual reviews to account for changes that may warrant an adjustment to the overall triennial goal or an adjustment to the DBE Program based on changed circumstances to ensure the overall goal and the program are consistent with DOT regulations. The results of the FFY 2016 (October 1, 2015, through September 30, 2016) DBE Program are as follows:

Federal Agency	Annual DBE Goal	Awards/Commitments
Federal Transit Administration	8%	11.3%

During FFY 2016, SANDAG made awards to prime contractors and consultants that committed to award DBEs an aggregate total of \$9.6 million, which represents 11.3 percent of the \$84.4 million in FTA funding on contracts awarded in FFY 2016. Based on these results, it is not recommended that any adjustments be made to the DBE Program or DBE goals at this time. SANDAG will continue to monitor the DBE awards and commitments to ensure DBE goals are set when appropriate to meet the overall triennial goal of 8 percent.

An analysis also has been conducted to review payments made by prime contractors and consultants to DBEs on all existing FTA-assisted contracts. For FFY 2016, payments to DBEs totaled \$7.1 million or 8.1 percent of the total \$86.8 million in FTA funds that were paid toward existing FTA-assisted contracts.

Federal Highway Administration

As a subrecipient of FHWA funds, SANDAG is required to follow the Caltrans DBE program. Caltrans has established a 12.5 percent Overall DBE Goal for the FFY 2016 through FFY 2018 triennial period. As a result, SANDAG reviews and sets DBE contract goals on all FHWA-assisted solicitations to help Caltrans meet its goal. The results of the FFY 2016 FHWA DBE program are as follows:

Federal Agency	Annual DBE Goal	Awards/Commitments
Federal Highway Administration	12.5%	13.2%

During FFY 2016, SANDAG made awards to prime contractors and consultants that committed to award DBEs an aggregate total of 13.2 percent, which represents \$491,000 of the total FHWA awarded amount of \$3.7 million.

An analysis also has been conducted to review payments made by prime contractors and consultants to DBEs in SANDAG FHWA projects for FFY 2016. SANDAG payments to DBEs on FHWA-assisted contracts totaled \$1.2 million or 18.1 percent of the total \$6.6 million of FHWA funds that were paid toward existing FHWA-assisted contracts.

Mid-Coast Corridor Transit Project

SANDAG awarded the Construction Manager/General Contractor (CM/GC) contract for the Mid-Coast Corridor Transit Project to Mid-Coast Transit Constructors (MCTC) in September 2014. The Mid-Coast Project includes pre-construction and construction phases. The pre-construction phase is near completion while the construction phase, that was awarded in September 2016, has just started.

The project has an overall DBE goal of 11.3 percent. In support of this overall goal, individual goals have been assigned to various phases and segments of the Mid-Coast Project. The first phase, pre-construction, has a DBE goal of 3.5 percent. MCTC committed 5.3 percent, which exceeds the 3.5 percent assigned to this portion of the project.

SANDAG Mid-Coast Prime	Annual DBE Goal	Awards/Commitments
Mid-Coast Transit Constructors	3.5%	5.3%

As of September 30, 2016, MCTC has paid DBEs 6.3 percent or \$444,000 of the \$7.1 million in total payments received from SANDAG for the pre-construction phase. Once the construction work for the Mid-Coast Project commences, the DBE commitments and payments will be reported for the construction phase.

According to the Subcontracting Plan for the Mid-Coast Project, MCTC intends to meet and/or exceed all DBE goals set for the project and will use a balanced approach of custom subcontract packaging, outreach, marketing, and mentoring to do so. SANDAG has been monitoring MCTC's Subcontracting Plan to ensure MCTC is maximizing the use of DBEs and small businesses on the Mid-Coast Project.

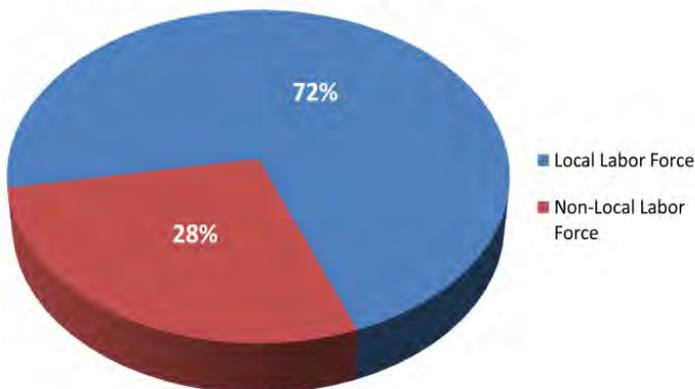
SANDAG Community Workforce Hours

SANDAG tracks and monitors the local area labor workforce by number of hours for all projects with prevailing wage requirements. During FFY 2016, 72 percent of the total SANDAG project labor force hours were provided by workers who reside within San Diego County.

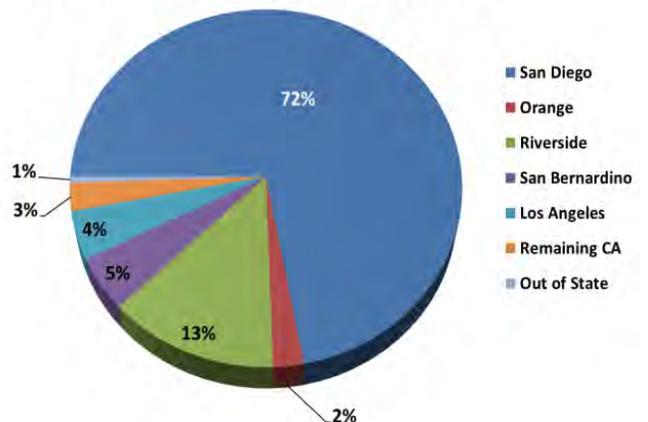
Table 4 reflects the total local vs. non-local community workforce hours worked during FFY 2016 as it relates to specific counties.

Table 1 – Community Workforce Hours

Local vs. Non-Local Workforce Hours



Community Workforce Hours by County



Outreach to Small and Disadvantaged Businesses

SANDAG currently implements several programs that outreach to and encourage small and disadvantaged organizations to do business with the agency.

- **New Bench Program** - In June 2016, SANDAG implemented a separate Construction Management (CM) services Bench Program. Over \$245 million in CM services on-call contracts recently have been awarded. The CM Bench procurements will consist of contracts for professional and technical construction management and engineering services, and related services to support the development and construction of various proposed capital improvement and maintenance projects. The CM Bench continues the unique and innovative program SANDAG initiated to assist certified small and disadvantaged businesses in their efforts to participate in the new CM services contracts. The CM Bench is open to DBE firms and small businesses that provide a variety of professional CM services and can serve as a pool of certified firms that prime consultants can easily access to work on SANDAG projects.

To participate in the SANDAG CM Bench, a business must be a professional services firm providing construction management related services. These firms must be certified as either a DBE by the California Unified Certification Program or a Small Business (SB) certified by the Department of General Services.

- **The SANDAG Architecture and Engineering (A&E) Bench** was developed in 2011 to create opportunities for small and disadvantaged businesses to participate in SANDAG A&E on-call contracts. As of September 2016, SANDAG has awarded more than \$294 million in A&E task orders. Of that amount, 16.7 percent or \$49 million have been awarded to DBEs/SBs. As a result of the A&E Bench program, 100 A&E Bench firms have been awarded work under the SANDAG A&E on-call contracts.
- **Mid-Coast DBE/ SB Subcontracting Plan** – The Mid-Coast Subcontracting Plan (Plan) includes requirements for the CM/GC to provide the necessary level of outreach, supportive services, training, and technical assistance to ensure the overall DBE project goal is met. The Plan requires monthly meetings with SANDAG, which allows for continuous monitoring and collaboration. The CM/GC has developed its own website to allow DBEs and SBs to identify subcontracting opportunities. The CM/GC also has established a Mid-Coast Project Bench that allows DBEs and SBs to receive pre-qualification, which allows them to be quickly added to future Mid-Coast project work.
- **Pre-proposal, Pre-bid, and Pre-Statement of Qualification (SOQ) Meetings** – SANDAG conducts pre-proposal, pre-bid, and pre-SOQ meetings on most FTA and FHWA-assisted solicitations. These meetings generally include a networking component to allow DBEs and SBs to introduce themselves to prospective large prime contractors and consultants. SANDAG reaches out to DBEs to notify them about these meetings and provides information about available qualified DBEs to prospective bidders/proposers.
- **Outreach Events to Small and Disadvantaged Businesses** - SANDAG hosts or participates in outreach and pre-bid events across the San Diego region. Participating in these events is important to maximizing participation of DBEs on SANDAG FTA and FHWA-assisted projects because many of these events are designed to communicate upcoming procurements to small and disadvantaged businesses. Most of these events are in collaboration with one or more public agencies across the San Diego region. These events also are intended to promote

teaming opportunities between prospective prime contractors and the DBE and SB contracting community.

- SANDAG is a co-sponsor of the Caltrans District 11 Calmentor Program for small firms that are in the A&E categories. The Calmentor Program establishes a mentoring program that pairs SBs with large and medium-sized firms. The goal is to enhance SB operations to achieve their growth potential and also to create more SB opportunities and provide more meaningful participation on transportation projects.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Elaine Richardson, (619) 699-6956, elaine.richardson@sandag.org



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED – INFORMATION

**REPORT ON MEETINGS AND EVENTS ATTENDED
ON BEHALF OF SANDAG**

File Number 8000100

Since the last Board of Directors Business meeting, Board members participated in the following event on behalf of SANDAG. Key topics of discussion also are summarized.

December 4, 2016: Bayshore Bikeway Groundbreaking Event

National City, CA

National City Mayor Ron Morrison attended the Bayshore Bikeway Groundbreaking Event as the SANDAG representative. The event announced the start of construction for a new 2.25-mile segment of the Bayshore Bikeway, which will extend south from Vesta Street to Marina Way and West 32nd Street in National City. The entire project is within the city limits of National City. Construction starts in December and completion is expected in summer 2017.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED – INFORMATION

**REPORT SUMMARIZING DELEGATED ACTIONS
TAKEN BY THE EXECUTIVE DIRECTOR**

File Number 8000100

Introduction

Various Board Policies require the Executive Director to report certain actions to the Board of Directors on a monthly basis or upon taking specified actions.

Discussion

Board Policy No. 003

Board Policy No. 003: Investment Policy, states that a monthly report of all investment transactions shall be submitted to the Board of Directors. Attachment 1 contains the reportable investment transactions for October 2016.

Board Policy No. 008

Section 1 of Board Policy No. 008: Legal Matters, delegates to the Executive Director the authority to take action on claims:

- On October 24, 2016, the Executive Director rejected a claim filed by Sylvia Munoz, alleging damages sustained to a personal vehicle by a rock on State Route 125.
- On November 30, 2016, the Executive Director rejected a claim filed on behalf of Gilbert Castro, Terey Castro, Ricardo Sepulveda, and Ana Sepulveda alleging unspecified damages arising from nuisances associated with the construction of the East Palomar Street Direct Access Ramp, Transit Station, and Park & Ride projects.

Section 6 of Board Policy No. 008 authorizes the Office of General Counsel or outside counsel to file documents and make appearances on behalf of SANDAG in court proceedings:

Mid-Coast Corridor Transit Project

- On October 28, 2016, Best Best & Krieger appeared on behalf of SANDAG at a Case Management Conference, in the matter of SANDAG v. Anna Avenue Associates, LLC (Superior Court Case No. 37-2016-0009321).
- On November 4, 2016, Best Best & Krieger filed, on behalf of SANDAG, Petition for Writ of Mandate in the matter of SANDAG v. Navarra Morena Properties, LLC (Superior Court Case No. 37-00018198).

- On November 4, 2016, Nossaman filed, on behalf of SANDAG, Notice of Entry of Order for Prejudgment Possession, in the matter of SANDAG v. Malone, (Superior Court Case No. 2016-00025263).
- On November 9, 2016, Nossaman filed, on behalf of SANDAG, a Proof of Service of Summons, in the matter of SANDAG v. CWI 2 La Jolla Hotel, LP (Superior Court Case No. 2016-00034231).
- On November 30, 2016, Nossaman filed, on behalf of SANDAG, Notice of (1) Reassignment, (2) Civil Case Management Conference, (3) Change of Time and Department for Plaintiff's Motion for Order for Prejudgment Possession, in the matter of SANDAG v. Colony La Paz Condominium Association (Superior Court Case No. 2016-00030407).
- On November 30, 2016, Nossaman filed, on behalf of SANDAG, Disclaimer of Interest of First Republic Bank, a California Corporation, in the matter of SANDAG v. Colony La Paz Condominium Association (Superior Court Case No. 2016-00030407).
- On December 2, 2016, Best Best & Krieger appeared on behalf of SANDAG at the Case Management Conference, in the matter of SANDAG v. Navarra Morena Properties, LLC (Superior Court Case No. 37-00018198).
- On December 2, 2016, Best Best & Krieger appeared on behalf of SANDAG at the Case Management Conference, in the matter of SANDAG v. Dan Floit (Superior Court Case No. 37-2016-0009651).

Board Policy No. 017

Board Policy No. 017: Delegation of Authority, authorizes the Executive Director to take specified actions and requires those actions to be reported to the Board of Directors at the next regular meeting.

Section 4.1 of the Policy authorizes the Executive Director to enter into agreements currently not incorporated in the budget and to make other modifications to the budget in an amount of up to \$100,000 per transaction, so long as the overall budget remains in balance. Attachment 2 contains the actions for November 2016.

Section 4.3 authorizes the Executive Director to execute all right-of-way property transfer documents, including rights of entry, licenses, leases, deeds, easements, escrow instructions, and certificates of acceptance. The list below reflects the approved documents for this reporting period.

- Inland Rail Trail Project, Capital Improvement Program (CIP) 1223023

No.	Address	Documents Executed	Date
1.	202-247 Calle Del Sol, Vista, CA 92083	Agreement of Purchase and Sale; Joint Escrow Instructions; Easement Deed; Temporary Construction Easement	11/16/16

- Mid-Coast Corridor Transit Project, CIP 1257001

No.	Address	Documents Executed	Date
1.	5202 Lovelock Street, San Diego, CA 92110	Maintenance Agreement for Acquisition; Construction Escrow Instructions Easement for Easement Temporary Easement;	11/10/16
2.	La Jolla Colony Community Association/California Pacific Homes, Inc., West Side of Charmant Drive, San Diego, CA 92122	Possession and Use Agreement	11/28/16
3.	La Jolla Colony Community Association/California Pacific Homes, Inc., both sides of La Jolla Colony Drive, San Diego, CA 92122	Possession and Use Agreement	11/28/16

Board Policy No. 024

Board Policy No. 024: Procurement and Contracting – Construction, Section 5.1, states that the Executive Director is delegated the authority to grant relief from maintenance and responsibility on major elements of each major construction project and shall report to the Board all such relief granted on contracts over \$25,000. The following construction projects were approved.

- Downtown Bus Rapid Transit Project, CIP 1201509, Contract No. 5007003 (Limited Relief from Maintenance)

GARY L. GALLEGOS
Executive Director

- Attachments:
1. Monthly Activity for Investment Securities Transactions for October 1 through October 31, 2016
 2. November 2016 Budget Transfers and Amendments

Key Staff Contact: André Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org

MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS FOR OCTOBER 1 THROUGH OCTOBER 31, 2016

Transaction Date	Maturity Date	Security	Par Value	Original Cost	Yield to Maturity at Cost
BOUGHT					
10/03/2016	03/30/2020	FANNIE MAE	\$ 5,100,000.00	\$ 5,097,450.00	1.26%
10/03/2016	07/06/2020	FREDDIE MAC	5,500,000.00	5,498,625.00	1.38%
10/05/2016	07/19/2019	FHLMC REFERENCE NOTE	3,500,000.00	3,488,590.00	0.99%
10/05/2016	08/28/2019	FNMA NOTES	3,720,000.00	3,717,768.00	1.02%
10/12/2016	03/31/2017	BANK OF TOKYO MITSUBISHI COMM PAPER	850,000.00	845,143.19	1.23%
10/13/2016	09/30/2019	USA TREASURY	5,000,000.00	4,998,437.50	1.01%
10/13/2016	12/31/2019	USA TREASURY	4,800,000.00	4,810,125.00	1.06%
10/14/2016	04/11/2017	BNP PARIBAS NY BRANCH COMM PAPER	850,000.00	844,843.81	1.25%
10/14/2016	04/12/2017	CREDIT AGRICOLE CIB NY COMM PAPER	850,000.00	844,900.00	1.22%
10/14/2016	05/23/2017	ING (US) FUNDING LLC COMM PAPER	860,000.00	853,559.08	1.25%
TOTAL BOUGHT:			<u>\$ 31,030,000.00</u>	<u>\$ 30,999,441.58</u>	<u>1.15%</u>
MATURED					
10/01/2016	10/01/2016	FNMA SERIES	\$ 1,017.64	\$ 1,027.81	1.26%
10/01/2016	10/01/2016	FHLMC SERIES	22,221.98	22,444.02	0.99%
10/14/2016	10/14/2016	FHLMC NOTES	1,980,000.00	1,991,068.20	0.62%
10/15/2016	10/15/2016	TOYOTA ABS	21,113.41	21,113.21	0.71%
TOTAL MATURED:			<u>\$ 2,024,353.03</u>	<u>\$ 2,035,653.24</u>	<u>0.63%</u>
SOLD					
10/03/2016	12/09/2016	FEDERAL HOME LOAN BANK	\$ 5,500,000.00	\$ 5,625,180.00	0.75% ²
10/03/2016	04/24/2017	BMO HARRIS BANK NA CD	5,540,000.00	5,540,000.00	1.01% ²
10/03/2016	08/28/2017	FEDERAL FARM CREDIT	4,000,000.00	4,001,760.00	0.76% ²
10/03/2016	12/31/2017	US TREASURY NOTES	1,605,000.00	1,600,360.54	0.86% ²
10/13/2016	03/31/2017	USA TREASURY	3,000,000.00	3,020,625.00	0.75% ²
10/13/2016	03/31/2017	USA TREASURY	2,500,000.00	2,504,101.56	0.87% ²
10/13/2016	06/30/2017	USA TREASURY	2,500,000.00	2,502,734.38	0.70% ²
10/13/2016	06/30/2017	USA TREASURY	1,750,000.00	1,755,126.95	0.57% ²
10/17/2016	12/15/2017	USAA AUTO OWNER TRUST	8,278.60	8,280.54	0.55% ¹
TOTAL SOLD:			<u>\$ 26,403,278.60</u>	<u>\$ 26,558,168.97</u>	<u>0.81%</u>

¹ This was a paydown on an amortizing bond at the discretion of the issuer.

² Proceeds from this sale were used to purchase new securities that would provide higher returns over a longer holding period.

NOVEMBER 2016 BUDGET TRANSFERS AND AMENDMENTS
in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
7500000	Service Bureau - Main Project FY 2017	\$200.6	\$160.7	(\$39.8)	Transferred funds from the Main Service Bureau project (7500000) to establish two new projects.
7513600	Transportation Modeling for the Balboa and Morena Study Area	\$0.0	\$23.8	\$23.8	New Service Bureau project for Transportation Modeling for the Balboa and Morena Study Area for the City of San Diego.
7513700	Vehicle Miles Traveled (VMT) Research and Analysis	\$0.0	\$16.1	\$16.1	New Service Bureau project for Vehicle Miles Traveled (VMT) Research and Analysis for the City of San Diego.
1239807	Sorrento Valley Double Track	\$32,899.0	\$32,999.0	\$100.0	\$300K has been received from Kyocera of which \$200K will replace <i>TransNet</i> funding (to be moved back into the reserve). This change reflects a net increase of \$100K in the overall project budget.



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

AGENDA ITEM NO. 16-12-10

ACTION REQUESTED - APPROVE

PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR

File Number 8000100

Introduction

Pursuant to the employment agreement with the Executive Director, the Board of Directors annually shall review his performance. If the Executive Director's performance is determined to be satisfactory, the Board of Directors must adjust his base salary in accordance with the employment agreement provisions.

At its December 2, 2016, meeting, the Executive Committee reviewed the "Key Success Indicators" approved by the Board of Directors to evaluate the Executive Director for FY 2016 (Attachment 1). The Committee recommends that the Executive Director's performance during the past year be determined satisfactory and additionally recommends a bonus award as discussed below.

Recommendation

The Executive Committee recommends that the Board of Directors approve: (1) the Executive Director's evaluation for the period July 2015 to June 2016, determining his performance satisfactory (Attachment 1); and (2) a 4 percent bonus award based on the Executive Director's performance during the past year.

Discussion

If the Board of Directors determines the Executive Director's performance to be satisfactory, the employment agreement provides for a salary adjustment. Board approval would increase the Executive Director's salary by \$10,000 to \$310,000.

The SANDAG Pay-for-Performance Program relies on the ability to reward employees for outstanding performance. With the FY 2017 Program Budget, the Board of Directors approved a merit/bonus pool, which is available to all staff based on accomplishment of their prior-year performance objectives. The Executive Committee recommends a 4 percent bonus award to the Executive Director based on his accomplishments during the past year.

The employment agreement also provides that the Board of Directors use established performance criteria, as amended from time to time, in the annual review. The Executive Committee discussed draft Key Success Indicators that would be used to evaluate the overall performance of the Executive Director for FY 2017 and will be reviewing proposed modifications in January 2017.

Attachment 2 includes the results of a 2016 total compensation survey of chief executives of comparable Metropolitan Planning Organizations, regional transportation planning agencies, transit agencies, and other regional agencies.

Next Steps

Pending a recommendation from the Executive Committee in January 2017, action on the FY 2017 Key Success Indicators for the Executive Director would be scheduled for the January 27, 2017, Board of Directors meeting.

RON ROBERTS

Chair, SANDAG Board of Directors

- Attachments:
1. FY 2016 Strategic Goals, Major Initiatives, and Key Success Indicators for the SANDAG Executive Director
 2. 2016 Executive Director/CEO Total Compensation Survey

Key Staff Contact: Kim Kawada, (619) 699-6994, kim.kawada@sandag.org

**FY 2016 STRATEGIC GOALS, MAJOR INITIATIVES, AND KEY SUCCESS INDICATORS
FOR THE SANDAG EXECUTIVE DIRECTOR**

STRATEGIC GOALS AND AREAS OF EMPHASIS

The following is a summary of the Strategic Goals and Areas of Emphasis identified by the Board of Directors to guide the Executive Director's efforts during FY 2016.

Strategic Goals

- 1. Implement the regional vision and guiding principles** of San Diego Forward: The Regional Plan (Regional Plan) by providing constructive input into the next federal surface transportation act and other key federal, state, and regional/local initiatives.
- 2. Improve mobility** by providing more transportation choices through implementation of *TransNet*, public transportation, goods movement, Transportation Demand Management, emerging technologies, and Active Transportation.
- 3. Develop and implement strategies to improve the quality of life in the region** as characterized by a sustainable economy, healthy environment, public safety, and more housing choices consistent with the components of the Regional Plan and the SANDAG mission. Take advantage of regional resources and partnerships to advance strategic initiatives.
- 4. Enhance organizational effectiveness** both internally and externally through continuous improvements, technological solutions, employee engagement, professional development and training, and fiscal discipline. Partner with federal, state, and local agencies to ensure rapid delivery of projects; as well as engage in strategic efforts to increase communications with member and partner agencies, committees, and the public.
- 5. Pursue new funding and innovative solutions** to fiscal, economic, and environmental challenges and opportunities.

Areas of Emphasis

The highest priorities for SANDAG during FY 2016 were the following Areas of Emphasis. Funding and resource decisions were made with respect to their contribution toward advancing these objectives:

- 1. Modeling and Research.** Employ technologies, methodologies, and models to enhance and expand agency research and analysis capabilities, and conduct key economic research - equipping SANDAG to provide comprehensive assessments of complex policy and operational issues, today and into the future.
- 2. Sustainable Development: Planning and Funding Strategies.** Working with partner agencies and stakeholders, advance the region's sustainability goals and policies, including those related to air quality and climate change. Use a coordinated planning process to implement all the projects and programs contained in the Regional Plan, as well as develop funding strategies sufficient to support the region's sustainability vision.

- 3. Sustainable Mobility Programs and Services.** Collaborate with Caltrans, transit operators, and other partner agencies to implement sustainable mobility projects, programs, and services that help to improve mobility, reduce traffic congestion, increase reliability, enhance customer service, and address air quality and climate change goals.
- 4. External Support and Communications.** Develop strategies to effectively engage the public and communicate essential information regarding the development of regional projects and programs. Expand member agency and stakeholder awareness and use of cost-effective, innovative tools; emerging technologies; and advanced practice methods.
- 5. Regional Operations and Services.** Manage and optimize operational programs and customer services to deliver enhanced mobility and public safety services for the region. Provide maintenance and support of intelligent transportation and regional law enforcement data systems for travelers and public safety agencies in the San Diego region.

MAJOR ACCOMPLISHMENTS

The following are the Major Accomplishments identified by the Executive Director for FY 2016:

- Adopted the Regional Plan.
- Developed an Ordinance and Expenditure Plan for Measure A.
- Implemented public outreach and involvement tools to inform the development of the Expenditure Plan for Measure A (i.e., telephone town hall meetings, online surveys, videos, social media, presentations, and a dedicated web page).
- Launched an interactive online *TransNet* story map which highlighted how \$3.3 billion in *TransNet* funds helped leverage more than \$10 billion from other funding sources to complete more than 650 projects.
- Started preliminary construction on the Mid-Coast Trolley Extension Project to relocate utilities to make way for construction of the Trolley tracks and guideway.
- Negotiated a \$927.5 million Guaranteed Maximum Price agreement for construction of the Mid-Coast Trolley Extension Project.
- Completed construction of the first phase of State Route 11, from State Route 125 to Enrico Fermi Drive.
- Partnered with Caltrans to complete appraisal of the right-of-way for the new Otay Mesa East Port of Entry.
- Completed design for the first phase of the North Coast Corridor Program; this phase will construct one carpool lane in each direction of Interstate 5 from Lomas Santa Fe in Solana Beach to State Route 78. A Guaranteed Maximum Price agreement currently is being negotiated with the contractor and construction is expected to start in 2016.

- Completed construction of 4.2 miles of double track on the Los Angeles-San Diego-San Luis Obispo Rail Corridor from Camp Pendleton San Onofre to Camp Pendleton Pulgas, and 1 mile from the Sorrento Valley Station to Control Point Torrey.
- Started construction on the South Bay *Rapid* Project, a 26-mile long corridor from Otay Mesa through Chula Vista and along Interstate 805 and State Route 94 to Downtown San Diego.
- Federal government passed a new transportation bill, the Fixing America's Surface Transportation Act, that includes a new freight program that should be helpful to the San Diego border region.
- Continued to advocate for a State transportation initiative that would include funding for local governments.

KEY SUCCESS INDICATORS

The following Key Success Indicators shall be used to evaluate the overall performance of the SANDAG Executive Director for FY 2016.

Capital Program (Strategic Goals 2, 4, and 5; Areas of Emphasis 2, 3, and 4)

The SANDAG Capital Program is the largest and most complex program at SANDAG. Implementation of this program is critical to the success of the agency and the San Diego region.

Indicators	FY 2016 Targets	FY 2016 Actuals (see Exhibit A)
• Number of Projects under Construction	15-25	27
• Value of Projects being Constructed	\$900 million to \$3 billion	\$1.291 billion
• Number of Projects in Design	10-18	34
• Value of Projects being Designed	\$650 million to \$800 million	\$3.373 billion

Program Budget (Strategic Goals 1 through 5; Areas of Emphasis 1 through 5)

The SANDAG Program Budget is an overall blueprint for activities conducted by the agency. Implementation of all of the activities within the Program Budget is a key responsibility of the Executive Director.

Indicators	FY 2016 Targets	FY 2016 Actuals
• Board-Approved Program Budget	\$1.403 billion	\$1.225 billion
• Actual End of Year Costs	*	\$791.1 million
• Salary and Benefits Savings	*	\$2.8 million
• New Revenues Added	*	\$18.82 million (see Exhibit B)

Innovation (Strategic Goals 1, 3, 4, and 5; Areas of Emphasis 1 through 4)

From time to time, there are new opportunities that arise that are beyond the tasks or projects identified in the Board-approved Program Budget. A hallmark of the agency and its Executive Director has been to find innovative ways to take advantage of these opportunities while still accomplishing the budgeted work.

Indicators	FY 2016 Targets	FY 2016 Actuals
<ul style="list-style-type: none"> New Initiatives 	*	<ul style="list-style-type: none"> Dynamic Tolling for New Border Crossing Joint Development of Downtown Bus Stopover and Multiuse Facility

Human Resources (Strategic Goals 4; Areas of Emphasis 1 through 5)

The biggest asset of SANDAG is its people. Investment in our human resources is critical to our sustainability and provides a good indicator of the health of the organization.

Indicators	FY 2016 Targets	FY 2016 Actuals
<ul style="list-style-type: none"> Employee Vacancy Rate 	2% to 5%	7.2%
<ul style="list-style-type: none"> Employee Turnover Rate 	10% to 15%	5.0%
Professional Development and Training: <ul style="list-style-type: none"> Employee participation levels in areas such as project management, effective communications, management/leadership, and technical training required for successful job performance 	*	<ul style="list-style-type: none"> Project Management - 6 employees Communication - 23 employees Management/Leadership - 35 employees Technical Training - 44 employees Fundamental Business Skills - 21 employees Professional Development - 48 employees
Professional Development and Training: <ul style="list-style-type: none"> Internal candidates that compete for and/or are selected for promotional opportunities 	*	<ul style="list-style-type: none"> 12 employees were promoted as a result of competitive recruitments 9 employees were promoted within flexibly-staffed job families

FY 2016 Key Success Indicators (Capital Program)

Actual Projects Under Construction

Project Number	CIP	Official Project Name	Total Project Cost (in 000's)
1	1200505	I-5 South: I-5/I-8 West to North Connector Improvements	\$19,300
2	1201101	Border Access: SR 11 and Otay Mesa East Port of Entry - Phase 1	\$158,499
3	1201511	I-15: Mira Mesa Blvd BRT Priority Treatments	\$9,000
4	1201515	I-15: Clairemont Mesa Blvd BRT Stations	\$1,425
5	1280511	I-805 North: 2 HOV Lanes	\$119,000
6	1300601	Border Access: San Ysidro Intermodal Freight Facility	\$40,460
7	1130500	Substation DC Breaker Replacement	\$700
8	1130400	Orange & Blue Line Bridge Rating	\$445
9	1128300	ADA Station Improvements	\$737
10	1143700	Regional Bikeway: Bayshore Bikeway: Segments 4 & 5	\$7,985
11	1200506	I-5 South: I-5/Genesee Interchange and Widening	\$116,435
12	1207606	SR 76 East	\$201,664
13	1223014	Regional Bikeway: SR 15 Commuter Bike Facility	\$14,465
14	1223023	Regional Bikeway: Inland Rail Trail	\$36,762
15	1239803	COASTER: Oceanside Station Pass-Through Track	\$25,927
16	1280504	I-805: South Bay BRT	\$112,926
17	1280510	I-805 South: 2HOV and Direct Access Ramp	\$178,390
18	1201507	SR 15 BRT: Mid-City Centerline Stations	\$61,349
19	1201509	I-15: Downtown BRT Stations	\$21,000
20	1300602	Border Access: South Line Rail Freight Capacity	\$48,893
21	1390504	Border Access: State Route 905/125/11 North Connectors	\$21,506
22	1143200	UTC Transit Center	\$5,700
23	1143900	IAD HVAC and Roof Repairs	\$2,089
24	1144000	Substation Supervisory Control and Data Acquisition (SCADA)	\$3,540
25	1145000	Los Peñasquitos Lagoon Bridge Replacement	\$37,249
26	1145100	Substation Feeder Cable Replacement	\$965
27	1049600	East County Bus Maintenance Facility	\$44,957

Total - Value of Projects Under Construction \$1,291,368

Total - No. of Projects Under Construction 27

FY 2016 Key Success Indicators (Capital Program)

Actual Projects in Design

Project Number	CIP	Official Project Name	Total Project Cost (in 000's)
1	1201511	I-15: Mira Mesa Blvd BRT Priority Treatments	\$9,000
2	1201515	I-15: Clairemont Mesa Blvd BRT Stations	\$1,425
3	1223014	Regional Bikeway: SR 15 Commuter Bike Facility	\$14,465
4	1223023	Regional Bikeway: Inland Rail Trail	\$36,762
5	1239803	COASTER: Oceanside Station Pass-Through Track	\$25,927
6	1280504	I-805: South Bay BRT	\$112,926
7	1390504	Border Access: State Route 905/125/11 North Connectors	\$21,506
8	1129200	OCS Insulator & Catch Cable Replacement	\$4,231
9	1130102	Contract Management System	\$1,187
10	1143200	UTC Transit Center	\$5,700
11	1145500	Airport Connection	\$1,000
12	1400000	Regional Tolling Back Office System	\$22,021
13	1400402	SR 125 Tolling Road Way System	\$19,724
14	1200504	I-5 North Coast: 2HOV Lanes	\$471,000
15	1200507	I-5 South: I-5/Voigt Direct Access Ramp	\$6,000
16	1200508	I-5 South: I-5/Gilman Drive Bridge	\$15,000
17	1201517	I-15: BRT Wi-Fi Phase 1	\$654
18	1223016	Regional Bikeway: Coastal Rail Trail San Diego: Rose Creek	\$20,636
19	1223020	Regional Bikeway: Bicycle Facilities: La Mesa to North Park	\$6,403
20	1223052	Regional Bikeway: San Diego River Trail: Qualcomm Stadium	\$2,286
21	1239805	COASTER: Poinsettia Station Improvements	\$21,501
22	1239806	COASTER: San Elijo Lagoon Double Track	\$72,849
23	1239809	COASTER: Eastbrook to Shell Double Track	\$6,920
24	1239811	COASTER: Elvira to Morena Double Track	\$108,430
25	1239812	COASTER: Sorrento to Miramar Phase 2	\$11,000
26	1239815	COASTER: San Diego River Bridge	\$82,400
27	1239816	COASTER: Batiquitos Lagoon Double Track	\$52,900
28	1239817	COASTER: Chesterfield Drive Crossing Improvements	\$4,474
29	1257001	I-5 South: MidCoast Light Rail Transit	\$2,171,201
30	1280514	I-805/SR 15 Interchange	\$17,926
31	1280515	I-805 South Soundwalls	\$16,179
32	1390505	Border Access: State Route 905/125/11 South Connectors	\$7,200
33	1144900	North Green Beach	\$908
34	1144800	Regional Arterial Detection Deployment - Phase 1	\$1,655

Total - Budget of Projects Under Design

\$3,373,396

Total - No. of Projects Under Design

34

FY 2016 Key Success Indicators

NEW REVENUES ADDED FOR FY 2016			
	Project Title	Grant Type/Source	Amount
10415.02	SuperLoop	UC San Diego contribution	\$37,000
11309.00	SuperLoop Station Repair	Metropolitan Transit System	\$40,000
12805.04	South Bay BRT	State of California Cap-and-Trade	\$11,000,000
75000.00	SANDAG Service Bureau	Fees for informational and technical services	\$640,000
23016.00	Fresh Look at Economic Impacts of Border Delays	Caltrans Public Transportation Account	\$250,000
23016.00	Fresh Look at Air Quality and Climate Impacts of Border Delays	Federal Highway Administration (FHWA) Coordinated Border Infrastructure Planning	\$420,000
23459.00	CJ - SB 678 Revocation Reduction Evaluation	San Diego County of Probation	\$20,000
23520.00	CJ - Parenting Time	U.S. Dept. of Health and Human Services	\$5,000
23464.00	CJ-City Attorney Community Court Evaluation	Bureau of Justice Assistance	\$415,599
23465.00	CJ - Specialized Services to Human Trafficking Victims	U.S. Dept. of Justice	\$18,000
23512.00	CJ - Community Assessment Team Plus	U.S Dept. of Health and Human Services	\$75,000
23523.00	CJ - Juvenile MIO Evaluation	San Diego County of Probation	\$126,609
31018.00	CV Light Rail Trolley Improvement Study	City of Chula Vista	\$232,000
31020.00	San Diego Forward: The Regional Plan ⁽¹⁾	U.S. Dept. of Housing and Urban Development	\$12,970
32007.00	San Diego Gas and Electric Local Government Partnership ⁽²⁾	San Diego Gas & Electric	\$51,768
32011.00	Energy Roadmap Program: SDG&E	San Diego Gas & Electric	\$4,868,208
33215.00	Flexible Transportation for Seniors and Disabled	FHWA Strategic Partnership for Sustainable Transportation	\$129,987
73001.00	Public Involvement Program	Local Sponsorships	\$78,500
73521.00	ARJIS - Urban Area Security Initiative FY 2015	U.S. Dept. of Justice	\$400,000

Total **\$18,820,641**

Notes:

(1) True-up of previous five-year revenue agreement

(2) New five-year revenue agreement with annual renewal option

2016 Executive Director/CEO Total Compensation Survey

Agency	Executive Name/Title	Salary (as of 7/1/16)	Bonus/Awards	Pension Plan	Employee Contribution Rate to Pension Plan	Employee Contribution Paid by Agency	Other Retirement Plan/s	Annual Contribution Paid by Agency
Los Angeles County Metropolitan Transportation Authority (Metro)	Phillip Washington, CEO	\$336,586	No bonus	CalPERS 2%@60	7%	7%	401(k) and 457(b)	\$48,000
Metropolitan Transit System (MTS)	Paul Jablonski, CEO	\$358,760	2015 - \$24,000 to Deferred Comp 2016 - \$24,000 to Deferred Comp	CalPERS 2.7%@55	8%	1%	401(a) and 457(b)	\$72,556.60
Metropolitan Transportation Commission (MTC)	Steve Heminger, Executive Director	\$339,033	n/a	CalPERS 2.5%@55	8%	1.62%	457(b)	n/a
North County Transit District (NCTD)	Matt Tucker, CEO	\$259,184	FY2015 - performance bonus of 5%-10% of annual salary FY2016 - \$12,459	CalPERS 2%@55	7%	0%	401(a) and 457(b)	401(a) - \$20,000, plus 4% match of employee's 457(b) contribution.
Orange County Transportation Authority (OCTA)	Darrell Johnson, CEO	\$322,858	\$9,313	OCERS 1.67%@57 ½	26.62%	0%	401(a)	\$25,000
Port of San Diego	Randa Coniglio, President/CEO	\$291,012	n/a	SDCERS	10.72%	8.50%	401(a) and 457(b)	\$24,000
Riverside County Transportation Commission (RCTC)	Anne Mayer, Executive Director	\$279,261		CalPERS 2.7%@55	8%	0%	401(a)	7.5% of salary
San Bernardino Association of Governments (SANBAG)	Raymond Wolfe, Executive Director	\$250,000	n/a	SBCERA 2.5%@55	Determined by age when entering the program.	0%	401(a) and 457(b)	401(a) - \$3 match for each \$1 employee contribution to 457(b)
San Diego County Regional Airport Authority	Thella Bowens, President/CEO	\$303,893	Performance bonus of up to 10% of base salary.	SDCERS 3%@55	12%	12%	401(a) and 457(b)	401(a) - \$20,000
San Diego County Water Authority	Maureen Stapleton, General Manager	\$300,186	n/a	CalPERS 2.5%@55	8%	7%	457(b)	\$5,000
Southern California Association of Governments (SCAG)	Hasan Ikhmeta, Executive Director	\$325,751	n/a	CalPERS 2%@55	7%	7%	457(b)	\$22,803
San Diego Association of Governments	Gary Gallegos, Executive Director	\$300,000	FY 2014 - \$16,800 FY 2015 - \$17,400	CalPERS	8%	0%	457 Plan	\$24,000

2016 Executive Director/CEO Total Compensation Survey

Agency	Medical Insurance - % paid by Agency	Dental Insurance - % paid by Agency	Vision Insurance - % paid by Agency	Vehicle Allowance	Agency Holidays	PTO or Vacation/ Sick Accrual	Other Compensation/Benefits
Los Angeles County Metropolitan Transportation Authority (Metro)	90%	90%	90%	\$1,650/month	10	30 PTO	PTO cash out (use 80 hours in previous year, leave 160 hours balance) Annual physical (reimbursable up to \$4,800) 2x annual salary in life insurance benefits
Metropolitan Transit System (MTS)	100%	100%	100%	\$450/month	12	28 PTO	Life Insurance - \$52/month
Metropolitan Transportation Commission (MTC)	95%	100% for employee, portion is paid for dependents.	100% of EE, 0% of dependents if enrolled	n/a	11 + 3	25 Vac 12 Sick	Mobile devices provided or receive monthly reimbursement of \$65 Salary increases at 1.5% merit & COLA (currently at 2.6%)
North County Transit District (NCTD)	100%	100%	100%	n/a	12	30 Vac 12 Sick	80 hours (10 days) of Executive Leave
Orange County Transportation Authority (OCTA)	100%	100%	100%	\$765/month	11	20 Vac 12 Sick	Vacation cash out up to 200 hours Sick cash out (leave 120 hours balance) Annual cell phone allowance - \$480
Port of San Diego	100%	100%	100%	\$1,000/month	13	25 PTO	Leave cash out program with no cap Cell phone provided
Riverside County Transportation Commission (RCTC)	Up to \$600	100%	100%	n/a	13	20 Vac 13 Sick	Vacation cash out
San Bernardino Association of Governments (SANBAG)	\$8,473/year cafeteria benefit. Additional \$2,675 if receiving health & dental through SANBAG.		100%	\$1,000/month	13	20 Vac 17 Sick	10 days of Administrative Leave. Annual wireless communications stipend - \$1,080.04. Group Term Life Insurance - \$50,000
San Diego County Regional Airport Authority	95%	100%	0%	\$750/month	13	28 PTO	10 days other leave Executive Physical - \$3000 per year Term Life Insurance equal to 2 ½ times annual salary plus \$50,000
San Diego County Water Authority	100%	100%	100%	\$700/month	11 + 2	25 Vac 12 Sick	Vacation Cash-Out - Unlimited (Must have 80 hours remaining on books/must have used 80 in year) Cell phone allowance - \$125/month
Southern California Association of Governments (SCAG)	\$800/month	100%	100%	\$800/month & \$150/month for travel expenses.	9 + 3	20 Vac	120 hours (15 days) of Executive Leave. Unused Executive Leave may be cashed out the next year Reimbursement for purchase of five years of CalPERS Service Credit Cell phone allowance - \$120.00/month Executive Physical - up to \$6,000 Life insurance policy - \$150,000
San Diego Association of Governments	100%	100%	100%	\$800/month	11 + 2	20 Vac 13 Sick	Vacation cash out 2.5% Management Benefit Executive Health Program Cell phone reimbursement



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED - APPROVE

HEARING OF NECESSITY: ACQUISITION OF PROPERTY INTERESTS LOCATED IN THE CITY OF SAN DIEGO FOR THE MID-COAST CORRIDOR TRANSIT PROJECT

File Number 1257001

Introduction

SANDAG has undertaken preliminary investigations required to identify and attempt to acquire property interests needed to accommodate the Mid-Coast Corridor Transit Project (Mid-Coast). Pursuant to applicable requirements of law as well as SANDAG Board Policy, SANDAG had the property interests it proposes to acquire appraised. Those appraisals resulted in offer letters being sent to the property owner for the full appraised amount, along with a summary of information from the appraisals.

Recommendation

The Board of Directors is asked to (1) receive public testimony; (2) adopt Resolution of Necessity No. 2017-14 (Attachment 1) by a two-thirds vote, pertaining to acquisition of property for the Mid-Coast Corridor Transit Project; and (3) authorize staff to proceed with all condemnation filings and proceedings necessary to acquire the interests in the subject parcels.

SANDAG has met and negotiated with Mr. Dan Floit, the owner of the Toys“R”Us property to which this action pertains, but as of the date of preparation of this report, a final agreement for purchase of the required property interests by way of a negotiated agreement has not been reached. Notwithstanding action by the Board of Directors with respect to the proposed Resolution of Necessity, SANDAG will continue to pursue negotiations with the property owner in an attempt to reach mutually agreeable terms for voluntary transfers of the property interests.

Project Description

Mid-Coast Corridor Transit Project

SANDAG has designed Mid-Coast, an 11-mile project that will extend the Trolley Blue Line service from the Santa Fe Depot in Downtown San Diego north to the University City community, serving major activity centers such as Old Town; University of California, San Diego (UC San Diego); and Westfield University Town Center (UTC). Mid-Coast will be funded partially by the regional *TransNet* half-cent sales tax program administered by SANDAG along with federal New Starts funding through the Federal Transit Administration.

The Trolley extension was approved by the Board of Directors in fall 2014. The route begins north of the Old Town Transit Center and travels in existing railroad right-of-way and alongside Interstate 5 to serve UC San Diego and University City. The extension will serve nine new stations:

Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Affairs Medical Center, Pepper Canyon, Voigt Drive, Executive Drive, and the terminus station at the Westfield UTC transit center.

Mid-Coast will provide an effective alternative to congested freeways and roadways for travelers, improve public transit services, and enhance travel options by connecting the corridor with areas served by the existing Trolley system. Additional information about this project can be found at: sandag.org/midcoast.

Description of the Subject Property

Information related to the subject property from which property interests are sought to be acquired is set forth below. The property interests sought are more fully described and depicted in the Exhibits attached to Resolution of Necessity No. 2017-14 (Attachment 1).

Resolution of Necessity	Property Owner	Assessor Parcel Number	Property Interests to Be Acquired by SANDAG
2017-14	Dan Floit, an individual person, (Toys“R”Us)	436-180-17	Fee Simple, Temporary Construction Easement

Discussion

The Board of Directors is asked to consider the adoption of a Resolution of Necessity to acquire property interests in the parcel listed herein. The power of eminent domain is used by SANDAG only as a last resort to obtain property interests necessary for Mid-Coast. As stated above, an offer of just compensation has been made to the owner for the full fair market value of the property interests sought to be acquired as determined by an appraisal. SANDAG staff has attempted to negotiate an amicable settlement in good faith and will continue to do so throughout the process. However, as of the date of preparation of this report, a negotiated purchase has not been achieved.

California eminent domain law provides that a public entity may not commence an eminent domain proceeding on a property until its governing body has adopted a Resolution of Necessity. That resolution may only be adopted after the governing body has given each party with an interest in the affected property, or its representatives, a reasonable opportunity to appear and be heard on the following matters, and the governing body makes the following findings:

- Whether the public interest and necessity require the project for which the property is sought to be acquired
- Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury
- Whether the property sought to be acquired by eminent domain and described in the Resolution of Necessity is necessary for the proposed project

- Whether the offer required by Section 7267.2 of the California Government Code has been made to the property owner

A notice of this hearing was sent by certified mail to the property owner as prescribed by law. The notice stated SANDAG's intent to consider the adoption of a Resolution of Necessity, the right of the property owner to appear and be heard on the issues set forth above, and that failure to file a written request to appear would result in a waiver of the right to appear and be heard.

Findings

Finding 1: The Public Interest and Necessity Require the Project

Mid-Coast will expand commuter light-rail service from the Santa Fe Depot to the Westfield UTC shopping center. This will include bringing new light rail transit service to the Veterans Administration Hospital and the UC San Diego campus. The project will provide improved transit service, reduce traffic congestion on regional roadways, and consequently reduce greenhouse gas emissions.

Finding 2: The Project is Planned or Located in the Manner that will be Most Compatible with the Greatest Public Good and the Least Private Injury

Mid-Coast has been designed to maximize the benefits to the public at large while minimizing impacts to private property owners. The project team has worked diligently to minimize the need for property acquisitions. The alignment of Mid-Coast largely is controlled by the existing rail alignment and railroad right-of-way, and its design has been optimized to maximize the use of the existing public right-of-way and minimize private property acquisitions. An extensive analysis of design alternatives for Mid-Coast was completed - addressing constructability, cost, and private impacts - before arriving at the current design footprints and features.

As with any public project of this magnitude, access to the project areas is needed during the construction process. Additionally, certain other types of acquisitions are needed to accommodate the project features and impacts, such as street and other related public improvements, parking, drainage, and maintenance.

Furthermore, compliance with the California Environmental Quality Act has been satisfied by preparation of an Environmental Impact Report, which has been approved by SANDAG.

Finding 3: The Interest in the Subject Property is Needed for the Project

The property interests sought were analyzed, giving full consideration to whether a feasible design alternative exists that would alleviate the need for the interests. After extensive analysis of design alternatives, and based on the current Mid-Coast alignment and footprint, staff recommends that the following property interests are necessary for the Mid-Coast Project:

Resolution of Necessity No. 2017-14

Owner – Dan Floit (Parcels 40041-1 and 40041-2): This property is needed for the Mid-Coast Project and includes both a strip of property in fee simple and a temporary construction easement. The property needed in fee simple is approximately ten feet wide and will be used to provide

non-exclusive access for the public to Toys“R”Us, Jerome’s Furniture, and Gateway Storage. The temporary construction easement is needed to provide space to construct parking to serve the Tecolote station along with all other necessary and convenient activities associated with the construction of the Mid-Coast Project.

Finding 4: Offer of Just Compensation Has Been Made to the Property Owner

An appraisal was prepared for the proposed acquisition pursuant to SANDAG Board Policy and applicable law. An offer for the full appraised value of the property interests sought to be acquired was made to the owner of the subject properties (see table below). Negotiations have been ongoing with the property owner since the initial offer was made.

Property Owner	Date Offer Letters Sent to Property Owner	Appraised Value	Offer Price
Dan Floit (Toys“R”Us)	October 11, 2016	\$850,000	\$850,000

Next Steps

Should the Board approve the Resolution of Necessity, the Office of General Counsel will work with outside counsel to initiate court proceedings to acquire the property interests necessary for the project, as well as seek prejudgment possession of the properties as necessary. SANDAG staff will continue to work with the property owner to attempt to negotiate and finalize agreements reflecting fair and equitable compensation for the proposed property acquisitions.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Resolution of Necessity No. 2017-14

Key Staff Contacts: Ryan Kohut, (619) 595-5339, ryan.kohut@sandag.org
John Haggerty, (619) 699-6937, john.haggerty@sandag.org



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

RESOLUTION NO. 2017-14

RESOLUTION OF THE SAN DIEGO ASSOCIATION OF GOVERNMENTS FINDING AND DETERMINING THE PUBLIC INTEREST AND NECESSITY FOR ACQUIRING AND AUTHORIZING THE CONDEMNATION OF CERTAIN REAL PROPERTY BEARING ASSESSOR'S PARCEL NUMBER 436-180-17-00, LOCATED IN SAN DIEGO COUNTY, CALIFORNIA, FOR THE PURPOSES OF THE MID-COAST CORRIDOR TRANSIT PROJECT

WHEREAS, the San Diego Association of Governments (SANDAG) is a public agency, organized and existing under Government Code section 6500, et seq., proposes to acquire a fee simple interest (Parcel 40041-2) and a temporary construction easement interest (Parcel 40041-1) in a portion of certain real property located at 1240 W. Morena Boulevard, San Diego, California 92110, bearing Assessor's Parcel Number 436-180-17-00, for the construction of the Mid-Coast Corridor Transit Project ("Project") and related public improvements, within the City of San Diego pursuant to Public Utilities Code section 132350, et. seq.; and

WHEREAS, SANDAG is empowered to use the power of eminent domain to acquire real and personal property of every kind necessary to the full and convenient exercise of its power pursuant to Public Utilities Code section 132354, and Code of Civil Procedure sections 1240.110 and 1240.120; and

WHEREAS, SANDAG proposes to use its powers of eminent domain to acquire interests in certain real property for the Project, pursuant to the authority granted to SANDAG; and

WHEREAS, the Project is necessary to extend the existing San Diego Trolley Blue Line from the Santa Fe Depot north to University Town Center, including the addition of nine new stations; and

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, SANDAG scheduled a public hearing for December 16, 2016, at 9 a.m., in the Board Room of SANDAG, located at 401 B Street, Suite 700, San Diego, California 92101, and gave each person whose property is to be acquired, and whose name and address appear on the last equalized San Diego County Assessment Roll, notice and a reasonable opportunity to appear and be heard on the matters referred to in Code of Civil Procedure section 1240.030; and

WHEREAS, said hearing has been held by SANDAG and each person whose property is to be acquired by eminent domain was afforded the opportunity to be heard on said matters; and

WHEREAS, SANDAG may now adopt a resolution of necessity pursuant to Code of Civil Procedure section 1240.040.

NOW, THEREFORE SANDAG DOES HEREBY RESOLVE AND DECLARE by a vote of two-thirds or more of all the members of the Board of Directors of SANDAG as follows:

SECTION 1. Compliance with California Code of Civil Procedure and California Environmental Quality Act. There has been compliance by SANDAG with the requirements of Section 1245.235 of the California Code of Civil Procedure and the California Environmental Quality Act.

SECTION 2. Public Use. The public use for which the property is to be acquired is for the construction and operation of the Project and related appurtenances. This use is a public use for which SANDAG may acquire real or personal property by eminent domain pursuant to Public Utilities Code section 132354 and Code of Civil Procedure sections 1240.110 and 1240.120.

SECTION 3. Description of Property. Attached and marked as **Exhibits 1 and 2** hereto are the legal definitions, legal descriptions, and depictions of the following property interests required for the Project:

Exhibit	Property Owner	APN	Property Interests to be Acquired by SANDAG	Project
1	Dan Floit, a single man	436-180-17-00	Fee Simple (with reservation for permanent non-exclusive access easement)	Mid-Coast Corridor Transit Project
2	Dan Floit, a single man	436-180-17-00	Temporary Construction Easement	Mid-Coast Corridor Transit Project

SECTION 4. Findings. Based upon the evidence presented at the hearing, SANDAG hereby finds and determines each of the following:

- a) The public interest and necessity require the proposed Project;
- b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;
- c) The property interests described in **Exhibits 1 and 2** are necessary for the proposed Project; and
- d) The offer required by section 7267.2 of the California Government Code was made to the owner(s) of record.

SECTION 5. Use Not Unreasonably Interfering with Existing Public Use(s). Some or all of the real property to be acquired is subject to easements and rights-of-way appropriated to existing public uses. The legal descriptions of these easements and rights-of-way are on file with SANDAG and

describe the general location and extent of the easements and rights-of-way with sufficient detail for reasonable identification. In the event the herein described use or uses will not unreasonably interfere with or impair the continuance of the public use as it now exists or may reasonably be expected to exist in the future, counsel for SANDAG is authorized to acquire the real property subject to such existing public use(s) pursuant to section 1240.510 of the California Code of Civil Procedure.

SECTION 6. More Necessary Public Use. Some or all of the real property to be acquired may be devoted to other public uses or easements and rights-of-way appropriated to existing public uses. To the extent that the herein described use or uses will unreasonably interfere with or impair the continuance of the public use as it now exists or may reasonably be expected to exist in the future, SANDAG finds and determines that the herein described use or uses are more necessary than said existing public use. Counsel for SANDAG is authorized to acquire the real property appropriated to such existing public use(s) pursuant to section 1240.610 of the California Code of Civil Procedure. Staff is further authorized to make such improvements to the real property being acquired that it determines is reasonably necessary to mitigate any adverse impact upon the existing public use.

SECTION 7. Further Activities. Counsel for SANDAG is hereby authorized to file legal proceedings necessary to acquire the hereinabove described real property in the name of and on behalf of SANDAG by eminent domain, and counsel is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Legal counsel is further authorized to take such steps as may be authorized and required by law, and to make such deposits as may be required by order of court, to permit SANDAG to take possession of and use said real property at the earliest possible time. Counsel is further authorized to correct any errors or to make or agree to non-material changes in the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transaction required to acquire the subject real property. Counsel is further authorized to reduce or modify the extent of the interests or property to be acquired so as to reduce the compensation payable in the action where such change would not substantially impair the construction and operation for the project for which the real property is being acquired.

PASSED AND ADOPTED this 16th day of December 2016.

CHAIR

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.

EXHIBIT 1

**RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:**

San Diego Association of Governments
Attn: Ryan Kohut
401 B Street, Suite 800
San Diego, California 92101

Portion of APN(s): 436-180-17-00

EXEMPT FROM RECORDING FEES PER GOV. CODE, § 27383
EXEMPT FROM DOCUMENTARY TRANSFER TAX PER REV. & TAX CODE, § 11922

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, Dan Floit, a single man ("Grantor"), does hereby GRANT to the San Diego Association of Governments ("Grantee"), and its successors and assigns, the real property located in the County of San Diego, State of California, more particularly described in the legal description attached hereto as **Exhibit 1** ("Subject Property") and incorporated by reference herein.

The Grantee does hereby reserve and except for the Grantor and others a permanent non-exclusive access easement ("Access Easement") over, on, and under the Subject Property identified in **Exhibit 1**. Said Access Easement is more particularly described in the legal description attached hereto as **Exhibit 2** and incorporated by reference herein.

IN WITNESS WHEREOF, the Grantor and Grantee have caused this instrument to be executed on the date(s) set forth below.

Dated: _____	Dated: _____
GRANTOR: Dan Floit, a single man	GRANTEE: San Diego Association of Governments
By: _____	By: _____
Printed: _____	Printed: _____
	Title: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
)
County of San Diego)

On _____, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

(Seal)

CERTIFICATE OF ACCEPTANCE
(Government Code Section 27281)

This is to certify that the interest in real property conveyed by this Grant Deed to the San Diego Association of Governments ("SANDAG"), a California legislatively-created regional planning agency, is hereby accepted by the undersigned officer on behalf of SANDAG pursuant to the authority granted to it under Section 120240 of the Public Utilities Code, and delegated to said officer pursuant to SANDAG Board Policy 17, and the Grantee consents to the recordation thereof by its duly authorized officer.

SAN DIEGO ASSOCIATION OF GOVERNMENTS,
a California legislatively-created regional planning
agency

By: _____
Gary Gallegos (or designee)
Executive Director

Date: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
)
County of San Diego)

On _____, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

(Seal)

Exhibit 1

**EXHIBIT "A"
LEGAL DESCRIPTION**

FEE ACQUISITION

ASSESSOR PARCEL NUMBER: 436-180-17-00

MCCTP PARCEL No: 40041-2

ALL THAT PORTION OF LOT 13 OF MORENA PLAZA UNIT NO. 1, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 7418, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, SEPTEMBER 5, 1972. MORE PRECISELY DESCRIBED AS;

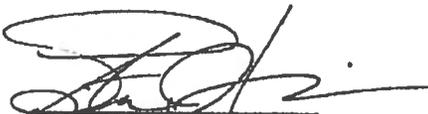
BEGINNING AT THE NORTHEASTERLY CORNER OF SAID LOT 13, SAID POINT BEING THE POINT OF BEGINNING AND THE BEGINNING OF A CURVE TO THE LEFT, OF WHICH THE RADIUS POINT LIES NORTH 42°34'18" EAST, A RADIAL DISTANCE OF 2,070.00 FEET; THENCE ON THE NORTHEASTERLY LINE OF SAID LOT SOUTHEASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 00°25'02", A DISTANCE OF 15.07 FEET; THENCE LEAVING SAID LINE SOUTH 36°49'40" WEST, A DISTANCE OF 240.66 FEET; THENCE SOUTH 24°34'29" EAST, A DISTANCE OF 31.24 FEET; THENCE SOUTH 52°58'58" EAST, A DISTANCE OF 210.39 FEET; THENCE SOUTH 43°49'14" EAST, A DISTANCE OF 123.38 FEET TO A POINT OF INTERSECTION ON THE SOUTHWESTERLY LINE OF SAID LOT 13; THENCE ON SAID SOUTHWESTERLY LINE NORTH 51°08'35" WEST, A DISTANCE OF 374.80 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 13; THENCE ON SAID NORTHWESTERLY LINE NORTH 36°49'40" EAST, A DISTANCE OF 264.54 FEET TO THE POINT OF BEGINNING.

CONTAINING 7,957 SQUARE FEET, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THIS DESCRIPTION ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 6, PER R.O.S. 14492.

ATTACHED HERETO IS EXHIBIT "B" AND BY THIS REFERENCE MADE A PART HEREOF.

THIS LEGAL DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS ACT.



STEVEN A. HEISE-PLS 8788
LICENSE EXPIRATION: 12-31-2016

DATE: 07-01-2016



EXHIBIT 'B'

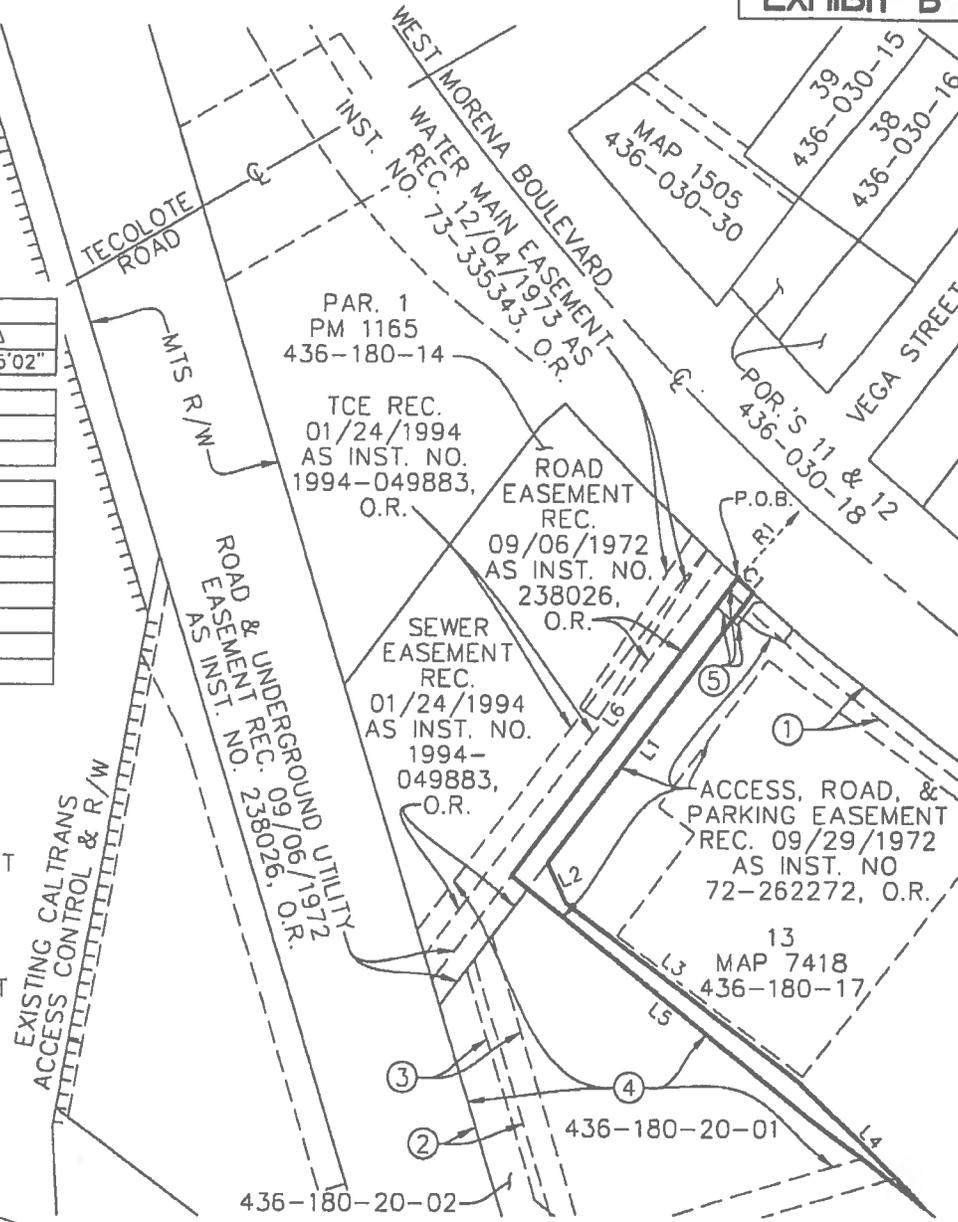
- ① UTILITY EASEMENT DESCRIBED AS PAR. 1 PER INST. NO. 73-111483, O.R. REC. 04/26/1973
- ② ACCESS EASEMENT REC. 08/03/2006 AS INST. NO. 2006-0551665, O.R.

CURVE TABLE			
CURVE	LENGTH	RADIUS	Δ
C1	15.07'	2070.00'	00°25'02"

RADIAL TABLE		
LINE	LENGTH	BEARING
R1	2070.00'	N42°34'18"E

LINE TABLE		
LINE	LENGTH	BEARING
L1	240.66'	S36°49'40"W
L2	31.24'	S24°34'29"E
L3	210.39'	S52°58'58"E
L4	123.38'	S43°49'14"E
L5	374.80'	N51°08'35"W
L6	264.54'	N36°49'40"E

- ③ ACCESS EASEMENT 1 REC. 03/15/2000 AS INST. NO.'S 2000-0132313 & 2000-0132314, O.R.
- ④ MAINTENANCE EASEMENT REC. 08/03/2006 AS INST. NO. 2006-0551665, O.R.
- ⑤ SIGNAL LOOP EASEMENT REC. 07/12/1993 AS INST. NO. 1993-0442861, O.R.



LEGEND
 P.O.B. POINT OF BEGINNING
 TOTAL AREA = 7,957 SQUARE FEET

NOTES
 1) THE BASIS OF BEARING FOR THIS PLAT IS CCS83, ZONE 6, EPOCH 1991.35, GRID BEARING BETWEEN CITY OF SAN DIEGO FIRST ORDER HORIZONTAL CONTROL STATIONS "GPS-207" AND "GPS-251" BEING N12°06'48"W, PER ROS 14492.

DESCRIPTION:
 PORTION OF LOT 13 OF MORENA PLAZA UNIT NO. 1 MAP NO. 7418

OWNER:
 DAN FLOIT

PARCEL NUMBER:
 40041-2

MID-COAST CORRIDOR TRANSIT PROJECT

6676 RUFFIN ROAD
 SUITE 250
 SAN DIEGO, CA 92123

(858) 614-8377

SHEET 1 OF 1

SCALE:
 1" = 120'

DRAFTED:
 AB

CHECKED:
 SH

DATE PREPARED:
 07/01/2016

Exhibit 2

EXHIBIT "A"
LEGAL DESCRIPTION

NON-EXCLUSIVE ACCESS EASEMENT

APN: 436-180-14-00 / 436-180-17-00 / 436-180-20-01

ALL THAT PORTION OF LOT 13 OF MORENA PLAZA UNIT NO. 1, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 7418, FILED IN THE OFFICE OF THE SAN DIEGO COUNTY RECORDER, SEPTEMBER 5, 1972, TOGETHER WITH ALL THAT PORTION OF PARCEL 1 AND OF PARCEL 2, ACCORDING TO PARCEL MAP THEREOF NO. 1165, FILED IN THE OFFICE OF SAID COUNTY RECORDER, ON DECEMBER 14, 1972, MORE PRECISELY DESCRIBED AS;

COMMENCING AT THE NORTHEASTERLY CORNER OF SAID LOT 13, SAID POINT BEING THE BEGINNING OF A CURVE TO THE LEFT, OF WHICH THE RADIUS POINT LIES NORTH 42°34'18" EAST, A RADIAL DISTANCE OF 2,070.00 FEET; THENCE ON THE NORTHEASTERLY LINE OF SAID LOT SOUTHEASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 00°25'02", A DISTANCE OF 15.07 FEET TO THE POINT OF BEGINNING; THENCE LEAVING SAID LINE SOUTH 36°49'40" WEST, A DISTANCE OF 240.66 FEET BEING PARALLEL TO AND 15.00 FEET DISTANT THEREFROM THE NORTHWESTERLY LINE OF SAID LOT 13; THENCE SOUTH 24°34'29" EAST, A DISTANCE OF 31.24 FEET; THENCE SOUTH 52°58'58" EAST, A DISTANCE OF 210.39 FEET; THENCE SOUTH 43°49'14" EAST, A DISTANCE OF 123.38 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 13; THENCE ON SAID LINE NORTH 51°08'35" WEST, A DISTANCE OF 51.89 FEET; THENCE LEAVING SAID LINE SOUTH 70°24'20" WEST, A DISTANCE OF 19.07 FEET; THENCE NORTH 43°49'14" WEST, A DISTANCE OF 62.17 FEET; THENCE NORTH 52°58'58" WEST, A DISTANCE OF 265.82 FEET; THENCE NORTH 36°49'40" EAST, A DISTANCE OF 282.44 FEET TO THE SOUTHWESTERLY RIGHT OF WAY OF WEST MORENA BOULEVARD TO THE POINT OF CURVE OF A NON TANGENT CURVE TO THE LEFT, OF WHICH THE RADIUS POINT LIES NORTH 42°59'20" EAST, A RADIAL DISTANCE OF 2,070.00 FEET; THENCE SOUTHEASTERLY ALONG SAID RIGHT OF WAY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 00°50'04", A DISTANCE OF 30.15 FEET TO THE POINT OF BEGINNING.

CONTAINING 16,121 SQUARE FEET, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THIS DESCRIPTION ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 6, PER R.O.S. 14492.

ATTACHED HERETO IS EXHIBIT "B" AND BY THIS REFERENCE MADE A PART HEREOF.

THIS LEGAL DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION IN
CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS ACT.

RAFI Y. HANNA - PLS 8780
LICENSE EXPIRATION: 12-31-2016

DATE: 10-19-2016

EXHIBIT 2

**RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:**

San Diego Association of Governments
Attn: Ryan Kohut
401 B Street, Suite 800
San Diego, California 92101

Portion of APN(s): 436-180-17-00

EXEMPT FROM RECORDING FEES PER GOV. CODE, § 27383
EXEMPT FROM DOCUMENTARY TRANSFER TAX PER REV. & TAX CODE, § 11922

**TEMPORARY CONSTRUCTION EASEMENT
(Non-Exclusive)**

Grantor Dan Floit, a single man ("Grantor"), grants to Grantee SAN DIEGO ASSOCIATION OF GOVERNMENTS ("SANDAG"), and its successors and assigns, a Temporary and Non-Exclusive Construction Easement and right of way ("TCE") over, on, and under that portion of property described in **Exhibit A** and shown on **Exhibit B**, attached hereto and incorporated herein. The TCE is for activities associated with the Mid-Coast Corridor Transit Project ("Project").

The TCE shall be for a period of forty-eight (48) months, commencing on December 1, 2016, or after seven (7) days' written notice, whichever is later. Upon completion of the Project, SANDAG will record a Quitclaim Deed or otherwise release its interests in the TCE.

Grantor shall not, without SANDAG's express prior written consent, erect, place or maintain any improvement or undertake any activity within the TCE area during its existence and use.

The TCE allows SANDAG and its agents and representatives to (i) perform all activities as may be necessary to facilitate the use of the TCE, (ii) use, control and occupy the TCE area, (iii) use and temporarily place and operate tools, equipment, machinery and materials on and within the TCE area, and (iv) trim, cut or clear away any trees, brush or any other vegetation located within the TCE area.

During the TCE, Grantor shall not grant or dedicate any easement, right or other interest in, under or upon the TCE area, without obtaining the prior written consent of SANDAG, which may be granted or withheld in SANDAG's sole discretion.

The TCE shall, during its term, run with the land and be binding upon Grantor and SANDAG and their respective heirs, successors and assigns. SANDAG may assign its rights or remedies in the TCE without obtaining consent or providing notice to Grantor.

Upon expiration or termination of the TCE, SANDAG shall restore the TCE area to a condition, as near as practicable, that existed prior to SANDAG's operations. Additionally, upon expiration or termination of the TCE, SANDAG shall have no other or further obligation, liability or duty in connection with the Property or to Grantor.

Based upon the above, Grantor grants and executes this TCE with the covenants contained in this Instrument running with the land on the date set forth below.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be executed on the date set forth below.

Dated: _____

GRANTOR: Dan Floit, a single man

By: _____

Printed: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
)
County of San Diego)

On _____, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
)
County of San Diego)

On _____, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

(Seal)

EXHIBIT "A"
LEGAL DESCRIPTION

TEMPORARY CONSTRUCTION EASEMENT
ASSESSOR PARCEL NUMBER: 436-180-17-00
MCCTP PARCEL No: 40041-1

ALL THAT PORTION OF LOT 13 OF MORENA PLAZA UNIT NO. 1, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 7418, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, SEPTEMBER 5, 1972. MORE PRECISELY DESCRIBED AS;

COMMENCING AT THE NORTHEASTERLY CORNER OF SAID LOT 13, SAID POINT BEING THE BEGINNING OF A CURVE TO THE LEFT, OF WHICH THE RADIUS POINT LIES NORTH 42°34'18" EAST, A RADIAL DISTANCE OF 2,070.00 FEET; THENCE ON THE NORTHEASTERLY LINE SOUTHEASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 00°25'02", A DISTANCE OF 15.07 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ON SAID LINE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 01°02'18", A DISTANCE OF 37.51 FEET; THENCE LEAVING SAID LINE SOUTH 36°21'00" WEST, A DISTANCE OF 250.26 FEET; THENCE SOUTH 53°16'25" EAST, A DISTANCE OF 320.05 FEET; THENCE SOUTH 36°43'35" WEST, A DISTANCE OF 23.53 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT; THENCE NORTH 43°49'14" WEST, A DISTANCE OF 123.38 FEET; THENCE NORTH 52°58'58" WEST, A DISTANCE OF 210.39 FEET; THENCE NORTH 24°34'29" WEST, A DISTANCE OF 31.24 FEET; THENCE NORTH 36°49'40" EAST, A DISTANCE OF 240.66 FEET TO THE POINT OF BEGINNING.

CONTAINING 11,733 SQUARE FEET, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THIS DESCRIPTION ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 6, PER R.O.S. 14492.

ATTACHED HERETO IS EXHIBIT "B" AND BY THIS REFERENCE MADE A PART HEREOF.

THIS LEGAL DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS ACT.


STEVEN A. HEISE-RLS 8788
LICENSE EXPIRATION: 12-31-2016

DATE: 07-01-2016



EXHIBIT 'B'

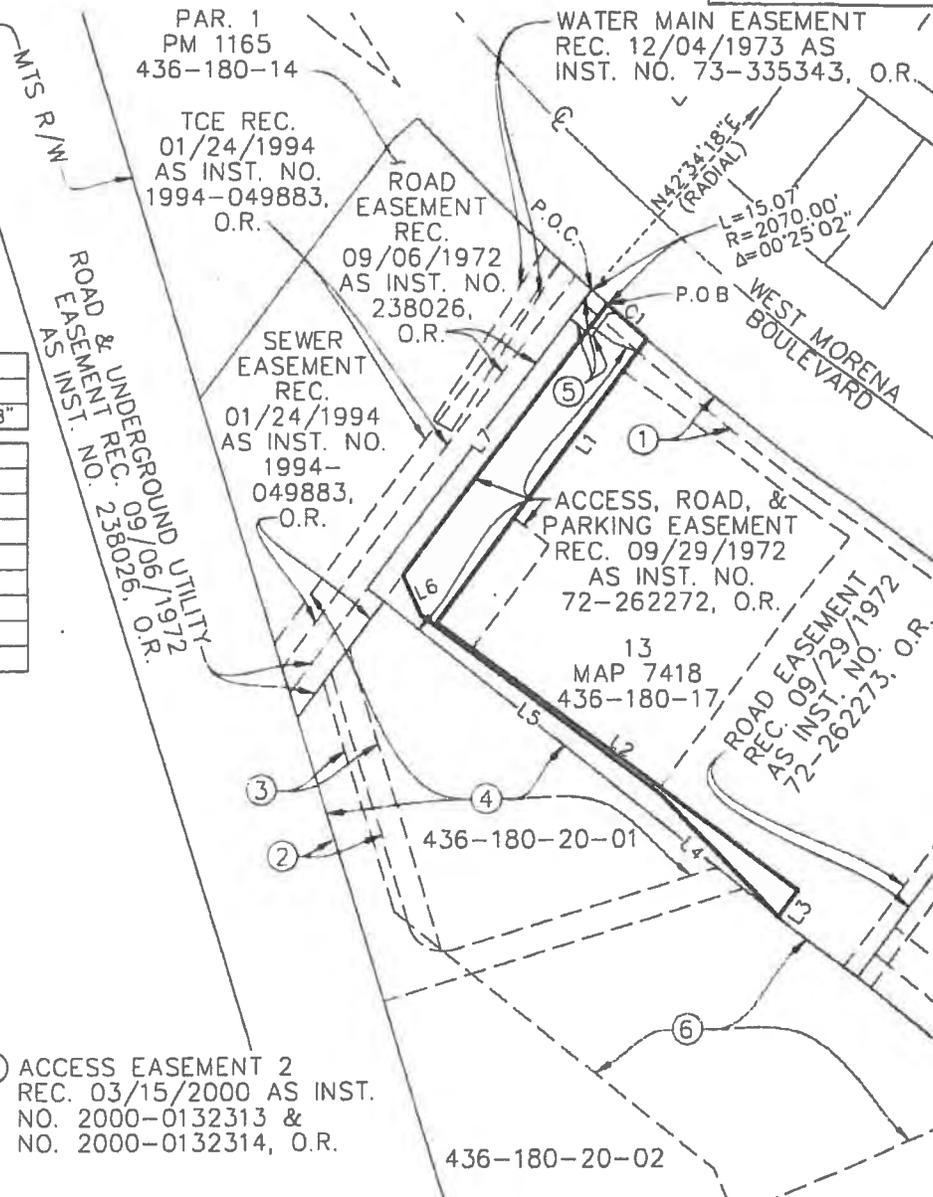
- ① UTILITY EASEMENT DESCRIBED AS PAR. 1 PER INST. NO. 73-111483, O.R. REC. 04/26/1973
- ② ACCESS EASEMENT REC. 08/03/2006 AS INST. NO. 2006-0551665, O.R.

CURVE TABLE			
CURVE	LENGTH	RADIUS	Δ
C1	37.51'	2070.00'	01°02'18"

LINE TABLE		
LINE	LENGTH	BEARING
L1	250.26'	S36°21'00"W
L2	320.05'	S53°16'25"E
L3	23.53'	S36°43'35"W
L4	123.38'	N43°49'14"W
L5	210.39'	N52°58'58"W
L6	31.24'	N24°34'29"W
L7	240.66'	N36°49'40"E

- ③ ACCESS EASEMENT 1 REC. 03/15/2000 AS INST. NO.'S 2000-0132313 & 2000-0132314, O.R.
- ④ MAINTENANCE EASEMENT REC. 08/03/2006 AS INST. NO. 2006-0551665, O.R.
- ⑤ SIGNAL LOOP EASEMENT REC. 07/12/1993 AS INST. NO. 1993-0442861, O.R.

- ⑥ ACCESS EASEMENT 2 REC. 03/15/2000 AS INST. NO. 2000-0132313 & NO. 2000-0132314, O.R.



LEGEND
 P.O.B. POINT OF BEGINNING
 P.O.C. POINT OF COMMENCEMENT
 TOTAL AREA = 11,733 SQUARE FEET

NOTES
 1) THE BASIS OF BEARING FOR THIS PLAT IS CCS83, ZONE 6, EPOCH 1991.35, GRID BEARING BETWEEN CITY OF SAN DIEGO FIRST ORDER HORIZONTAL CONTROL STATIONS "GPS-207" AND "GPS-251" BEING N12°06'48"W, PER ROS 14492.

DESCRIPTION:
 PORTION OF LOT 13 OF MORENA PLAZA UNIT NO. 1 MAP NO 7418

OWNER:
 DAN FLOIT

PARCEL NUMBER:
 40041-1

MID-COAST CORRIDOR TRANSIT PROJECT

5675 RUFFIN ROAD
 SUITE 250
 SAN DIEGO, CA 92129

(858) 514-8377

SHEET 1 OF 1

SCALE:
 1" = 120'

DRAFTED:
 AB

CHECKED:
 SH

DATE PREPARED:
 07/01/2016



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED – APPROVE

**PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT:
ELVIRA TO MORENA DOUBLE TRACK PROJECT AND
CONSTRUCTION MANAGER/GENERAL CONTRACTOR
CONSTRUCTION SERVICES AGREEMENT SUPPLEMENT 5**

File Number 1239811

Introduction

The Elvira to Morena Double Track (EMDT) Project would double track approximately 2.6 miles of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor from just south of Balboa Avenue to a point north of State Route 52 (SR 52) as shown in Attachment 1. The EMDT Project also includes construction of five new bridges, the installation of a crossover and control point, and relocation and improvement to water and sewer lines under and adjacent to the rail corridor on behalf of the City of San Diego.

Discussion

Elvira to Morena Double Tracking

The Board of Directors approved construction of the EMDT Project using the Construction Manager/General Contractor (CM/GC) project delivery method at its June 28, 2013, meeting. Mid-Coast Transit Constructors (MCTC) was selected by the Board of Directors as the CM/GC to implement SANDAG projects in the Mid-Coast Corridor, including the EMDT Project. The EMDT Project would construct double track in the LOSSAN right-of-way between Balboa Avenue and the SR 52 overpass, five double track bridges, and build drainage and rail signaling improvements. In March 2016, the Board of Directors approved early bridge construction for the EMDT Project within the approved project funding. This approval allowed bridge foundation construction to start in Rose Creek during the 2016 dry season to maintain the project schedule.

This project is one of three regional projects SANDAG is coordinating within the LOSSAN Rail Corridor between Old Town and SR 52. The two other projects are the Mid-Coast Corridor Transit and San Diego River Bridge Double Track projects. Constructing these three projects concurrently would result in cost savings and construction efficiencies.

Recommendation

The Transportation Committee recommends that the Board of Directors: (1) approve an amendment to the FY 2017 Program Budget adding \$61.98 million in Transit and Intercity Rail Capital Program funding, \$18.15 million in *TransNet* Program funding, and \$3.96 million in funds from the City of San Diego to the Elvira to Morena Double Track (EMDT) Project (Capital Improvement Program Project No. 1239811), increasing the project budget to \$192.5 million, in substantially the same form as Attachment 2; (2) approve the Guaranteed Maximum Price negotiated between Mid-Coast Transit Constructors and SANDAG for Supplement 5 of the Construction Manager/General Contractor Construction Services Agreement for the EMDT Project in the amount of \$93.6 million; and (3) authorize the Executive Director to execute Supplement 5.

City of San Diego Water Lines

The EMDT Project scope and budget also includes utility work funded by the City of San Diego to build water system improvements that clear conflicts with the EMDT Project and upgrades aging water systems that cross and run adjacent to the LOSSAN right-of-way. SANDAG entered into wet utility construction cooperative agreements with the City of San Diego for sewer and water facilities, which will be owned and operated by the City of San Diego. The City of San Diego requested that SANDAG construct these facilities as they are located either under or adjacent to the LOSSAN Rail Corridor. The SANDAG CM/GC is able to take advantage of its expertise in working in an operating railroad right-of-way to construct these facilities efficiently.

Budget Amendments

The current approved FY 2017 EMDT Project budget is \$170.4 million. The approved budget includes \$161.3 million for double tracking and \$9.1 million for the City water and sewer lines. The Transportation Committee recommends the budget be increased to \$192.5 million, which includes \$179.4 million for double tracking and \$13.1 million for City water and sewer lines, in order to complete the work and address scope and cost increases.

Double Tracking

The \$179.4 million for double tracking is an increase of \$18.2 million over the approved FY 2017 budget amount and includes administration, design, construction, right-of-way and contingency. The final construction estimate increased by \$10.6 million since the 65 percent design construction estimate, which was used for the approved FY 2017 budget, because the final design identified additional retaining wall quantities, seismic design requirements, and staging issues. The construction contingency also was increased with the final estimate. Finally, the proposed total budget increase includes \$7.6 million for construction management, which includes environmental monitoring and increased flagging costs.

City Water and Sewer Lines

The water and sewer system funding approved by the City for the initial contract was \$9.1 million based on estimates prepared prior to negotiating the Guaranteed Maximum Price (GMP). The Board of Directors approved acceptance of \$9.1 million for the City of San Diego Wet Utility Construction Contract No. 1 (No. 5004566) under the EMDT Project with approval of the FY 2016 SANDAG Program Budget.

The Transportation Committee recommends that the Board approve accepting an additional \$3.96 million for the City of San Diego Wet Utility Construction Contract No. 2 (No. 5008004) and incorporate the funding into the EMDT Project budget. In addition, SANDAG is working with the City to adjust the scope and contribution to match the final work and price, which will be considered in a future action. As the GMP for the City of San Diego Wet Utility Construction Contracts No. 1 and No. 2 came in higher than the 95 percent engineer's estimates upon which the agreements were based, staff is expecting to return to the Transportation Committee and the Board of Directors to approve acceptance of future additional funding from the City of San Diego. Amendments to both agreements currently are being negotiated with the City of San Diego.

Additional Funding

The recommended actions today also include providing additional funding to fully fund the \$192.5 million proposed EMDT revised budget. SANDAG applied for grant funding from the state

cap-and-trade Transit and Intercity Rail Capital Program (TIRCP) to fund the EMDT Project and other underfunded rail projects. On August 16, 2016, the TIRCP awarded SANDAG \$66 million, of which \$61.98 million is proposed to be allocated to the EMDT Project. (The remaining \$4 million is proposed to fund the Poinsettia Station Improvements Project through a separate budget change action.) The current approved funding for the EMDT Project is \$108.4 million. The Transportation Committee recommends adding the \$61.98 million in TIRCP funds and \$18.15 million in *TransNet* Program funding to fully fund the EMDT Project.

CM/GC

CM/GC is a two-step best value process. A contractor is selected based on qualifications and price to provide pre-construction services during the design process, and then to negotiate a GMP for construction. SANDAG retains the option to bid the construction if a GMP cannot be negotiated.

The Board of Directors approved a Pre-Construction Services Agreement with MCTC to provide constructability support for the EMDT project including value engineering, staging, scheduling, costing, subcontracting plans, and other services to reduce risks and cost ahead of construction. Subsequently, the Board approved a CM/GC Construction Services Agreement with MCTC that includes general provisions for the control of work, methods of payment, legal responsibilities and requirements, insurance, financial conditions, and other contract requirements for all construction work approved for the CM/GC. Construction work is authorized by the Board through negotiated GMP contract supplements as indicated in the table below, with actual and anticipated dates for Board approval.

Action	Board Approval (actual in Bold)
Select CM/GC Contractor	May 9, 2014
Pre-Construction Services Agreement	September 12, 2014
CM/GC 1 Construction Service Agreement	June 26, 2015
Supplement 1 – Wet Utilities and CP Rose	June 26, 2015
Supplement 2 – San Diego River Bridge	March 25, 2016
Supplement 3 – Gilman Drive Bridge	June 24, 2016
Supplement 4 – Mid-Coast Corridor Transit	May 27, 2016
Supplement 5 – Elvira to Morena Double Track	December 16, 2016
Supplement 6 – Voigt Drive Bridge	Early 2017
Supplement 7 – Rose Creek Bike Path	Spring 2017

Negotiations for the construction of each supplement are based on detailed estimates of labor, materials, equipment, and other direct construction costs to which indirect costs such as supervision, quality control, insurance, and bonds are applied. This method of cost estimating is known as bottom-up and is typical of how contractors bid projects. In a CM/GC contract, the contractor will develop its bottom-up estimate and SANDAG will develop its own bottom-up independent cost estimate (ICE). The initial step in negotiating a GMP is to reconcile quantities of the physical work, such as cubic yards of bridge concrete or number of railroad ties. Direct and indirect costs are then placed against those quantities by both the contractor and the owner. The contractor and owner then negotiate the direct and indirect costs of installing those items.

Supplement 5 GMP

SANDAG initiated the GMP negotiation process for the EMDT Project in spring 2016. At the start of the process, staff provided MCTC plans, specifications and engineering reports that were developed to the approximately 95 percent design level, depending on the type of work and location. This GMP plan and specification set (GMP plan set) was used as the basis for reconciling quantities and negotiating the GMP price.

SANDAG employed an expert construction estimating consultant, Stanton Construction Services (Stanton), to prepare quantities and develop an ICE from the GMP plan set. The quantities were reconciled to those developed by MCTC and the engineer to arrive at final quantities. In August 2016, based on the reconciled final quantities, SANDAG had Stanton develop an ICE and requested that MCTC submit a GMP cost proposal. On August 2, 2016, MCTC submitted its initial GMP proposal. In August, the SANDAG negotiating team, which included SANDAG and project and construction management consultant staff, and the designer started meeting with the MCTC negotiating team in a series of technical meetings on cost, which resulted in a series of “reads” where the teams would update the GMP cost proposal and ICE, as needed.

The two negotiating teams compared:

- direct costs for labor, material, and equipment; and the rates for production
- indirect costs for supervision, quality assurance, insurance and bonding, and escalation
- construction risk including subcontractor work, access to work areas, third party coordination, and unanticipated conditions

Costs were compared with both teams providing open book access to the information used to develop costs for direct, indirect, and construction risk numbers. Also, the teams exchanged information on construction sequencing options and production rates to come to agreement on the overall construction duration of 42 months.

The first MCTC cost proposal and ICE were quite close. After a number of negotiation meetings and cost proposal and ICE reviews, the negotiating teams were at the values indicated in Table 1 below. Final negotiations were completed by the SANDAG negotiating team and the MCTC Joint Venture Partner Team. At the conclusion of the negotiation, SANDAG and MCTC were able to reach an agreement on a GMP for the EMDT Project construction in the amount of \$93.6 million. The GMP being recommended is 0.6 percent higher than the ICE after the final read. This amount is considered fair and reasonable by the SANDAG negotiating team. Table 1 summarizes the MCTC cost proposal and independent estimates at the time of final negotiations.

Table 1 – Elvira to Morena Double Track GMP		
	Amount	% Difference from ICE
Independent Cost Estimate	\$93 million	
MCTC Proposal	\$94.5 million	1.6%
Recommended	\$93.6 million	0.6%

The Disadvantaged Business Enterprise (DBE) subcontracting goal for this project is 6.1 percent. MCTC has committed to achieving the DBE goal.

GMP Construction Scope

The proposed \$93.6 million GMP is the not to exceed amount for building the project within the scope of the plans and specifications agreed to by both parties in the course of the negotiations including: clarifications and design refinements, durations, construction sequencing, access, permits, and other conditions. The total cost of construction also includes approximate costs for items outside the GMP for architectural screen and environmental mitigation measures for bridge construction. In the GMP, the negotiating teams also are recommending to share certain risks. As an example, SANDAG would pay separately for contractor office and laydown facilities and share in the risk for hauling excess dirt off the project. Staff expects to manage these items at a lower cost than MCTC had proposed. MCTC would have the risk for maintaining storm water measures throughout the 42 months of construction while SANDAG would have the risk of demobilization/remobilization of equipment, which reduces SANDAG exposure to ongoing costs and the risk from damage to temporary runoff measures caused by severe weather.

A GMP conformed plan and specification set (GMP conformed set) of documents will be approved as part of the executed contract. The GMP conformed set will reflect any changes and clarifications negotiated from the original GMP plans to reflect the agreed GMP price. Final construction plans will be issued after the contract is executed. Change orders above the GMP price would be issued only for new or undefined work added by SANDAG to the Issued for Construction plans or for unanticipated conditions such as differing geotechnical site conditions, late owner furnished access or materials, or new permit requirements.

Next Steps

Pending approval by the Board of Directors, SANDAG would execute the CM/GC Construction Services Agreement Supplement 5 with MCTC. Construction of the EMDT Project is expected to begin in winter 2016.

GARY L. GALLEGOS
Executive Director

- Attachments:
1. Elvira to Morena Double Track Project Map
 2. Proposed Budget Amendment for CIP No. 1239811, Elvira to Morena Double Track

Key Staff Contacts: John Haggerty, (619) 699-6937, john.haggerty@sandag.org
Sharon Humphreys, (619) 595-5350, sharon.humphreys@sandag.org



Elvira to Morena Double Track Project

FY 17 CAPITAL BUDGET AMENDMENT IN '000'S

Project Number: 1239811
RTIP Number: SAN132
Project Name: Elvira to Morena Double Track

Corridor Director: Bruce Schmith
Project Manager: Sharon Humphreys
PM Phone Number: (619) 595-5350

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE													
<p>Scope- Convert 2.6 miles of single-track to double-track and install new signals. Replace 1 mile of double track. Construct new/replacement bridges at MP 260.4, 259.6, 259.1, 258.5, and 257.2. Construct new water loop system for City of San Diego between Balboa Avenue and SR 52.</p> <p>Updated Scope: Convert 2.6 miles of single-track to double-track and install new signals. Replace 1 mile of double track. Construct new/replacement bridges at MP 260.4, 259.6, 259.1, 258.6 and 257.2. Construct new water/sewer facilities for City of San Diego between Friars Road and SR 52.</p>		<p>Progress-to-Date- Construction is 10 percent complete.</p> <p>Updated Progress to Date: Construction is 15 percent complete.</p>													
PROJECT LIMITS		MAJOR MILESTONES													
<p>Project Limits- On coastal rail corridor from 1.5 miles north of Control Point (CP) Elvira near SR 52 to CP Morena near Balboa Avenue.</p> <p>Updated Project Limits: On coastal rail corridor from Control Point (CP) Elvira near SR 52 to CP Friar near Friars Road.</p>		<table border="1"> <thead> <tr> <th>Approved</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Oct-14</td> <td>Oct-14</td> </tr> <tr> <td>Feb-15</td> <td>Feb-15</td> </tr> <tr> <td>Apr-15</td> <td>Apr-15</td> </tr> <tr> <td>Aug-16</td> <td>Jan-17</td> </tr> <tr> <td>Sep-19</td> <td>Jul-20</td> </tr> <tr> <td>Sep-20</td> <td>Jul-21</td> </tr> </tbody> </table>	Approved	Proposed	Oct-14	Oct-14	Feb-15	Feb-15	Apr-15	Apr-15	Aug-16	Jan-17	Sep-19	Jul-20	Sep-20
Approved	Proposed														
Oct-14	Oct-14														
Feb-15	Feb-15														
Apr-15	Apr-15														
Aug-16	Jan-17														
Sep-19	Jul-20														
Sep-20	Jul-21														

SANDAG EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL													
Administration	\$1,979	\$538	\$803	\$500	\$524	\$500	\$530	\$400	\$255	\$274	\$150	\$150	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,341	\$4,341	
Environmental Document	4,472	311	17	0	94	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$4,783	\$4,783
Design	8,754	6,765	5,455	1,330	797	0	842	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$15,849	\$15,848
Right-of-Way Support	33	100	375	567	292	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$700	\$700
Right-of-Way Capital	293	441	107	0	635	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$734	\$1,035
Construction Support	29	609	4,008	5,000	6,500	5,000	6,500	4,000	5,130	940	900	0	80	0	20	0	0	0	0	0	0	0	0	\$15,578	\$23,167
Construction Capital	0	26,322	20,155	40,000	42,841	35,000	45,000	15,500	20,000	1,655	5,400	750	250	0	100	0	0	0	0	0	0	0	0	\$119,227	\$133,746
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0
Legal Services	9	137	0	0	30	0	50	0	50	7	0	0	0	0	0	0	0	0	0	0	0	0	0	\$146	\$146
Communications	0	100	1	80	40	20	80	5	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$205	\$205
Project Contingency	0	0	0	0	0	0	0	0	0	8,850	8,550	0	0	0	0	0	0	0	0	0	0	0	0	\$8,850	\$8,550
Total SANDAG	\$15,569	\$34,323	\$30,921	\$47,477	\$51,753	\$40,520	\$53,102	\$19,905	\$25,619	\$11,719	\$15,007	\$900	\$380	\$0	\$170	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$170,413	\$192,521

CALTRANS EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL													
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0													
Design	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													
Right-of-Way Capital	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													
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	\$0													
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0													
Total SANDAG & Caltrans	\$15,569	\$34,323	\$30,921	\$47,477	\$51,753	\$40,520	\$53,102	\$19,905	\$25,619	\$11,719	\$15,007	\$900	\$380	\$0	\$170	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$170,413	\$192,521
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0													
Caltrans Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0													

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL												
FEDERAL:																								
72340001 FTA 5307 CA-95-X129	\$2,349	\$11,500	\$24,719	\$15,717	\$2,498	\$0	\$0	\$0	\$0	\$0	\$0	\$29,566												
72340001 Future Federal	0	0	0	0	11,085	0	13,915	0	0	0	0	\$0												
72380001 FTA 5307 CA-90-Z091	0	2,080	0	0	2,080	0	0	0	0	0	0	\$2,080												
75470001 FRA-PRIA	9,920	0	0	0	0	0	0	0	0	0	0	\$9,920												
STATE:																								
85090001 TC RP	0	0	0	0	1,300	2,752	2,752	0	0	0	0	\$2,752												
8517001 TIRCP	0	0	0	0	19,727	0	30,268	0	11,988	0	0	\$61,983												
LOCAL:																								
91000100 TransNet-MC	3,300	9,393	3,203	29,008	0	11,061	8,919	0	13,631	0	15,007	0												
91000100 TransNet-MC AC	0	0	0	2,752	2,752	(2,752)	(2,752)	0	0	0	0	\$0												
91030001 City of San Diego	0	9,130	2,999	0	10,091	0	0	0	0	0	0	\$9,130												
91060001 NCTD	0	2,220	0	0	2,220	0	0	0	0	0	0	\$2,220												
TOTAL:	\$15,569	\$34,323	\$30,921	\$47,477	\$51,753	\$11,061	\$53,102	\$0	\$25,619	\$0	\$15,007	\$0	\$380	\$0	\$170	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,430	\$192,521



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED - APPROVE

**REGIONAL ACTIVE TRANSPORTATION PROGRAM
FUNDING RECOMMENDATIONS**

File Number 3300200

Introduction

The California Active Transportation Program (ATP) was created in 2013 by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation such as biking and walking. The ATP consolidates existing federal and state transportation programs into a single program and is funded from various federal and state funds appropriated in the annual Budget Act. The program is administered by the California Transportation Commission (CTC). Funding for each cycle is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization (MPO) of each region. SANDAG staff has facilitated the competitive process for the Cycle 3 regional ATP, and five projects are recommended to receive ATP funding.

Recommendation

The Transportation Committee recommends that the Board of Directors: (1) adopt Resolution No. 2017-13 in substantially the same form as attached, certifying the results of the San Diego Regional Active Transportation Program (ATP) competition including the proposed ATP Application Ranking and Funding Recommendation (Attachment 3); and (2) recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 3.

Discussion

ATP Background

Approximately \$246 million was budgeted statewide for the Cycle 3 ATP over two years, beginning with FY 2019-2020. Fifty percent of the funding was competitively awarded for projects selected by the CTC on a statewide basis, and 10 percent of the funding was distributed to small urban and rural regions. The remaining 40 percent of the funding will be allocated for projects selected through the regional competitive processes. The estimated funding available for the San Diego region is approximately \$8.9 million total, or about \$4.4 million per year. In addition, a minimum of 25 percent of the funds in both the statewide and regional programs must benefit disadvantaged communities as defined in the CTC ATP Guidelines.

Eligible agencies include cities, counties, and MPOs, as well as transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

Statewide and Regional Competitions for Cycle 3

Statewide ATP Competition

The CTC announced the ATP Cycle 3 Call for Projects on March 17, 2016. Applications were received for 456 projects, requesting approximately \$1 billion in ATP funds. On October 28, 2016, CTC staff released the list of projects recommended for funding for the statewide and small urban and rural components of the ATP. Twenty-three projects were submitted from the San Diego region, and one of those projects, the SANDAG Imperial Avenue Bikeway Project, was recommended by CTC staff to be considered for funding by the CTC (Attachment 1). The remaining 22 projects that were not recommended for the statewide component remain eligible for the regional ATP, along with 1 additional project that was submitted for consideration in the regional competition only. The CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components at its meeting on December 7, 2016.

Regional ATP Competition

At its May 27, 2016, meeting, the Board of Directors approved the scoring criteria for the ATP Cycle 3 regional competitive program and subsequently authorized the call for projects on July 1, 2016. The regional ATP received 23 project applications from 12 applicants requesting a total of \$56 million in ATP funding.

SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as an MPO to administer the regional program. To ensure that the evaluation process is open and transparent and does not give advantage to SANDAG projects, SANDAG staff directly associated with applications did not have a role in evaluating project applications or the facilitation of the regional competitive process. Additionally, the SANDAG Technical Services Department performed an independent review of the project scores and rankings, checking for consistency with the evaluation committee score sheets, and correct formulas and calculations used for scores. No errors were found during this independent review.

In accordance with CTC ATP Guidelines, SANDAG assembled a multidisciplinary advisory group to assist in evaluating project applications. The evaluation committee was composed of non-SANDAG volunteers who had not submitted an ATP application and had expertise in biking and pedestrian transportation, including safe routes to school projects and projects benefitting disadvantaged communities.

The applications were scored by the evaluation committee members in accordance with the scoring criteria approved by the SANDAG Board of Directors (Attachment 2). The sum of all resulting evaluators' ranks for each project dictated the final project ranking order, with the lowest sum of ranks representing the highest rating and the highest sum of ranks representing the lowest rating. The project evaluation process resulted in application rankings with 4 of the 23 projects being recommended for full funding, and 1 project being recommended for partial funding (City of Carlsbad). Contracts and Procurement staff has confirmed with the City of Carlsbad that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the original project application. The results of this process are set forth in Attachment 3.

In conformance with the CTC guidelines, a minimum of 25 percent (approximately \$2.24 million) of the funds distributed to each MPO must benefit disadvantaged communities. Approximately 88 percent (\$7.8 million) of the total regional ATP funding will benefit disadvantaged communities, which exceeds the minimum requirement.

Contingency Projects

In accordance with the ATP Guidelines, applications awarded ATP funding must be ready to allocate ATP funds within the applicable fiscal years of the program. ATP projects will be monitored closely to ensure timely delivery within the identified constraints of the program. In the event that a project is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC, the next highest ranked project on Attachment 3 (including a project that may have been partially funded) would receive ATP funds in place of the originally selected project. In this instance, the project that fails to meet its delivery timeline would forfeit the unspent portion of its ATP funds and would have to compete again to receive ATP or other funds. The 18 projects not recommended for funding in ATP Cycle 3 as well as those unable to meet the ATP Cycles 1 and 2 allocation deadlines may re-compete in ATP Cycle 4 (anticipated to begin during spring 2017) or other funding rounds. Contingency projects would be ineligible if they are awarded funds through ATP Cycle 4 or from another funding source. The contingency list would expire after the approval of ATP Cycle 4 projects.

Next Steps

Pending action by the Board of Directors to adopt Resolution No. 2017-13 (Attachment 4), SANDAG will submit its recommendations to the CTC. The CTC is scheduled to adopt the region's funding recommendations and contingency project list at its meeting on March 15-16, 2017. A budget amendment for the SANDAG Imperial Avenue Bikeway project would be reflected as part of the upcoming FY 2018 SANDAG Program Budget process scheduled for Board review and approval in spring 2017. An amendment to the 2016 Regional Transportation Improvement Program to program the ATP funds would be completed in summer 2017.

GARY L. GALLEGOS
Executive Director

- Attachments:
1. Statewide Competition CTC Staff Recommendations
 2. Regional ATP Program Scoring Criteria
 3. Regional ATP Cycle 3 Application Rankings, Funding Recommendations, and Contingency List of Projects
 4. Resolution No. 2017-13

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

2017 Active Transportation Program

Attached are the staff recommendations for the Statewide and Small Urban & Rural Components of the 2017 Active Transportation Program.

The staff recommendations are based on:

- Funding levels identified in the Revised 2017 Active Transportation Program Fund Estimate;
- Eligibility for the program;
- Project scores;
- Statutory requirements; and
- Commission policies as expressed in the 2017 Active Transportation Program Guidelines.

Summary

The Commission received 456 applications requesting \$976,768,000. These applications were reviewed and evaluated by evaluator teams comprised of Active Transportation Workgroup members. The applications and evaluator scoring were also reviewed by Commission staff for score reasonableness and accuracy. Additionally, as a part of the evaluation process, Caltrans reviewed all applications for program eligibility, and determined that 12 projects did not meet the requirements of the Active Transportation Program or the applications were incomplete. Based on this review and a review by Commission staff, these 12 projects were removed from evaluation process.

In summary, staff recommendations include:

- Statewide Program: \$131,763,000 for 40 projects valued at \$247,740,000. These projects are distributed as follows; 62% in Southern California and 38% in Northern California.
- Small Urban & Rural: \$26,333,000 for 10 projects valued at \$64,905,000. These projects are distributed as follows; 45% in Southern California and 55% in Northern California.

The projects recommended for funding are largely capital projects, with two plans and two stand-alone non-infrastructure projects included in the recommendations.

Disadvantaged Communities

All projects included in the recommendations benefit disadvantaged communities based on the definitions set forth in the 2017 Active Transportation Program Guidelines. For context, the 2015 Active Transportation Program included 88% of funds benefitting disadvantaged communities in the statewide component and 74% in the small urban and rural component. Staff believes that this increase over the levels in 2015 is because more than 85% of all 2017 applications submitted benefitted disadvantaged communities, and because the 2017 Active Transportation Program Guidelines, while revising application scoring to make it more difficult to receive all the points available to a disadvantaged community, provided greater flexibility in defining a disadvantaged community.

Greenhouse Gas Reduction Fund

Project applicants recommended for funding in the statewide portion of the 2017 Active Transportation Program may, by December 30, submit supplemental application material for 2017-18 funding from the Greenhouse Gas Reduction Fund.

Metropolitan Planning Organization Component

The ATP consists of three components: the statewide component (50% of the funds), the small urban & rural component (10% of the funds), and the large Metropolitan Planning Organization (MPO) component (40% of the funds). Projects located within the boundaries of a large MPO not selected in the statewide component will be considered for funding through the MPO component. Large MPOs will submit their programming recommendations to the Commission by January 27, 2017 and will be presented at the March 15-16, 2017 Commission meeting.

**2017 Active Transportation Program - Statewide Component
Staff Recommendations
(\$1,000's)**

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Final Score	
Var	Caltrans	Active Transportation Resource Center		0	5,058	3,833	1,225	5,058													
LA	Paramount	West Santa Ana Branch Bikeway Phase 2	X	4,550	3,423	395	3,028	3,021	0	56	339	7	Infrastructure (I)								99.00
LA	Cudahy	Atlantic Avenue Bicycle and Pedestrian Enhancement Project	X	5,068	1,784	114	1,670	1,670	0	20	94	0	Infrastructure (I)								99.00
KER	Delano	ATP-3 SRTS Delano Sidewalk Gap Closure	X	609	537	537	0	422	44	0	71	0	Combination (I/NI)		X	X					98.00
LA	San Fernando	City of San Fernando Pacoima Wash Bike/Ped Path, Phase 1	X	3,543	973	973	0	973	0	0	0	0	Infrastructure (I)					X			98.00
LA	Los Angeles County DPW	Slauson Blue Line Station Intersection Improvements	X	1,465	1,465	60	1,405	1,205	0	60	200	0	Infrastructure (I)								96.00
KER	Kern County Road Department	Boron/Desert Lake Pedestrian Path	X	2,319	1,971	85	1,886	1,580	0	85	255	51	Infrastructure (I)		X						95.00
SAC	Sacramento County	47th Ave Pedestrian and Bicycle Improvements	X	4,235	3,009	3,009	0	3,009	0	0	0	0	Infrastructure (I)								95.00
LA	Los Angeles DPW Bureau of Engineering	Jefferson Boulevard Complete Street Project	X	6,336	5,986	925	5,061	5,061	0	0	925	0	Infrastructure (I)		X						95.00
ALA	Oakland	14th Street: Safe Routes in the City	X	13,939	10,578	1,219	9,359	9,359	0	0	1,219	0	Infrastructure (I)								95.00
RIV	Moreno Valley	Juan Bautista De Anza Trail Gap Closure	X	3,149	2,849	90	2,759	2,574	0	90	160	25	Infrastructure (I)		X						94.00
LA	South Gate	Garfield Avenue Complete Streets Corridor	X	826	660	116	544	536	0	32	84	8	Infrastructure (I)								94.00
BUT	Chico	Esplanade Corridor Safety and Accessibility Improvement Project	X	7,661	7,241	1,005	6,236	6,236	0	0	1,005	0	Infrastructure (I)		X						93.00
KER	Kern County Road Department	Rexland Acres Community Sidewalk Project	X	6,376	5,640	1,104	4,536	4,536	0	26	769	309	Infrastructure (I)		X						93.00
TEH	Corning	First Street Class 2 Bike Lanes	X	73	73	73	0	67	0	1	5	0	Infrastructure (I)		X					X	93.00
SBD	Yucca Valley	Little League Drive Pedestrian Improvements	X	779	622	68	554	554	0	4	64	0	Infrastructure (I)								92.00
YUB	Marysville	Marysville Bicycle and Pedestrian Improvement Project	X	583	515	515	0	452	0	0	63	0	Infrastructure (I)							X	92.00
YUB	Yuba County	Eleventh Avenue Pedestrian and Bicyclist Route Improvements	X	1,701	1,505	227	1,278	1,253	25	57	170	0	Combination (I/NI)		X	X					92.00
BUT	Oroville	Oroville SR 162 Pedestrian/Bicyclist/Disabled Mobility and Safety Improvements	X	3,951	3,451	40	3,411	3,411	0	0	40	0	Infrastructure (I)								92.00
LA	Huntington Park	City of Huntington Park – Uncontrolled Crosswalk SRTS Ped Safety Project	X	1,054	1,032	87	945	945	0	9	78	0	Infrastructure (I)		X						92.00
LA	SCAG	Southern California Disadvantaged Communities Planning Initiative	X	1,350	1,150	1,150	0	0	1,150	0	0	0	Plan	X							91.00
FRE	Fresno	Midtown Fresno Trail: McKinley Avenue Gap Closure	X	3,519	1,556	1,556	0	1,556	0	0	0	0	Infrastructure (I)								91.00
KER	Delano	Delano ATP3 SRTS Intersection Enhancement and Education Project	X	669	589	589	0	519	44	0	26	0	Combination (I/NI)		X	X					91.00
LA	Lancaster	2020 Safe Route To School Pedestrian Improvements	X	7,443	5,272	5,272	0	5,272	0	0	0	0	Infrastructure (I)		X						90.00
ALA	Oakland	Fruitvale Alive Gap Closure Project	X	8,241	5,850	850	5,000	5,000	0	0	800	50	Infrastructure (I)								90.00
SD	SANDAG	Imperial Avenue Bikeway	X	11,037	4,450	4,450	0	4,450	0	0	0	0	Infrastructure (I)								90.00
SB	Santa Barbara	Eastside Green Lanes & Bike Boulevard Gap Closure	X	2,763	2,736	280	2,456	2,438	0	100	180	18	Infrastructure (I)		X					X	90.00
STA	Ceres	Ceres-Citywide Active Transportation Plan	X	131	104	104	0	0	104	0	0	0	Plan	X						X	90.00

**2017 Active Transportation Program - Statewide Component
Staff Recommendations
(\$1,000's)**

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Final Score	
KER	Kern County Road Department	Rosamond Boulevard Pedestrian Path Project	X	997	880	279	601	601	0	44	79	156	Infrastructure (I)		X						90.00
RIV	La Quinta	La Quinta Village Complete Streets - A Road Diet Project	X	9,533	7,313	7,313	0	7,313	0	0	0	0	Infrastructure (I)		X						90.00
FRE	Fresno	Midtown Fresno School Area Multimodal Interconnectivity Project	X	1,401	1,241	144	1,097	1,097	0	43	101	0	Infrastructure (I)		X						90.00
STA	Modesto	Paradise Road Area Pedestrian and Bicycle Safety Improvements	X	3,983	3,943	388	3,555	3,555	0	0	388	0	Infrastructure (I)								90.00
LA	Signal Hill	Spring Street Bicycle Lane Gap Closure Project, Signal Hill	X	2,599	2,079	376	1,703	1,703	0	44	332	0	Infrastructure (I)								90.00
RIV	Coachella Valley AOG	CV Link - Multi-Modal Transportation Corridor	X	99,997	24,307	24,307	0	24,307	0	0	0	0	Infrastructure (I)								89.50
RIV	Desert Hot Springs	Palm Drive Bicycle and Pedestrian Improvement Project, #2016-02	X	965	772	772	0	772	0	0	0	0	Infrastructure (I)		X					X	89.50
SON	Sonoma-Marín Area Rail Transit Dist	SMART Pathway - Petaluma (Payran to Southpoint)	X	3,272	1,461	1,461	0	1,461	0	0	0	0	Infrastructure (I)		X						89.00
PLA	Roseville	Dry Creek Greenway Multi-Use Trail Project, Roseville	X	12,152	4,500	0	4,500	4,318	182	0	0	0	Combination (I/NI)		X	X		X			89.00
LA	Los Angeles County DPW	Los Nietos Safe Routes to School - Phase II	X	1,552	1,452	47	1,405	1,194	0	47	211	0	Infrastructure (I)		X						89.00
SOL	Fairfield	East Tabor/Tolenas Safe Routes to School Gap Closure Project	X	1,860	1,700	88	1,612	1,015	0	88	132	465	Infrastructure (I)		X						89.00
SCL	Sunnyvale	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements	X	6,059	2,036*	865	1,171*	1,171*	13	72	780	0	Combination (I/NI)		X	X					89.00
Totals				247,740	131,763	64,766	66,997	119,664	1,562	878	8,570	1,089									

* Applicant requested \$4,847. \$2,036 was available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

CON: Construction Phase
 DAC: Benefit to Disadvantaged Communities
 NI: Non-Infrastructure
 PA&ED: Environmental Phase
 Plan: Active Transportation Plan
 PS&E: Plans, Specifications & Estimate Phase
 REC TR: Recreational Trails Eligible
 RW: Right-of-Way Phase
 SRTS: Safe Routes to School

**2017 Active Transportation Program - Small Urban and Rural Component
Staff Recommendations
(\$1,000's)**

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Final Score	
SCR	Santa Cruz	Rail Trail Segment 8 and 9 Design and Environmental Review	X	32,934	3,169	519	2,650	0	169	350	2,650	0	Combination (I/NI)								88.00
SB	Santa Barbara	Westside Bike Boulevard Gap Closure	X	4,482	4,437	355	4,082	4,042	0	75	280	40	Infrastructure (I)		X					X	87.00
SB	Santa Barbara County Association of Governments	Rincon Multi-use Trail	X	7,828	6,833	6,833	0	6,833	0	0	0	0	Infrastructure (I)								87.00
SB	Buellton	SR25 Improvements at Intersection of Highway 246 and Sycamore Drive	X	784	684	684	0	684	0	0	0	0	Infrastructure (I)		X						86.00
HUM	Humboldt County Public Works	Fortuna & McKinleyville Active Transportation Education Program	X	595	595	595	0	0	595	0	0	0	Non-Infrastructure (NI)			X				X	86.00
MON	Monterey County	Via Salinas Valley: An Active Transportation Education Program	X	1,158	965	965	0	0	965	0	0	0	Non-Infrastructure (NI)			X					85.00
LAK	Lakeport	Hartley Street Safe Route to School Project - Lakeport, California	X	1,874	1,852	185	1,667	1,667	0	30	155	0	Infrastructure (I)		X					X	85.00
SBO	Hollister	Safe Connections and Complete Streets for West Side of Hollister	X	5,315	1,078	0	1,078	1,078	0	0	0	0	Infrastructure (I)		X						84.00
MEN	Fort Bragg	Fort Bragg Coastal Trail Phase II	X	1,514	766	766	0	766	0	0	0	0	Infrastructure (I)						X	X	83.00
SHA	Redding	Bechelli Lane & Loma Vista Active Transportation Corridor Improvements	X	8,421	5,954*	0	5,954*	5,954*	0	0	0	0	Infrastructure (I)		X						83.00
Totals				64,905	26,333	10,902	15,431	21,024	1,729	455	3,085	40									

* Applicant requested \$6,740. \$5,954 was available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

- CON: Construction Phase
- DAC: Benefit to Disadvantaged Communities
- NI: Non-Infrastructure
- PA&ED: Environmental Phase
- Plan: Active Transportation Plan
- PS&E: Plans, Specifications & Estimate Phase
- REC TR: Recreational Trails Eligible
- RW: Right-of-Way Phase
- SRTS: Safe Routes to School

INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring infrastructure project applications. The Infrastructure Scoring Criteria Matrix on pages 26-28 is a summary of this information.

References to the statewide application or Regional ATP Supplemental Questionnaire are shown in **green text** next to each section heading below.

1. PROJECT CONNECTIONS

A. Connection to Regional Bicycle Network

(Part B, Narrative Question #2 and Regional ATP Supplemental Questionnaire)

*NOTE: The SANDAG Technical Services Department will calculate the points awarded for this criterion using the Regional Bicycle Network laid out in SANDAG Riding to 2050: The San Diego Region Bicycle Plan. Higher points will be awarded to projects proposing to construct part of the planned regional bikeway network. (Up to 8 points possible)

- Will the proposed project directly connect to the Regional Bikeway Network? (6 points) OR
- Will the proposed project construct part of the Regional Bikeway Network? (8 points)

B. Completes Connection in Local Bicycle Network

(Part B, Narrative Question #2 and Regional ATP Supplemental Questionnaire)

Points will be awarded if the project proposes to close a gap between existing local bicycle facilities. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type. For example, a project upgrading a connection between two Class II segments from a Class III to a Class II segment could be closing a gap. *(Up to 8 points possible)*

C. Completes Connection in Existing Pedestrian Network

(Part B, Narrative Question #2 and Regional ATP Supplemental Questionnaire)

Points will be awarded if the project proposes to close a gap in the existing pedestrian network. Applicant must demonstrate evidence of an existing gap. Examples include missing sidewalk segments, or enhancement of one or more blocks in between blocks that have previously been upgraded. *(Up to 8 points possible)*

D. Connection to Transit

(Part 2, General Project Information)

*NOTE: The SANDAG Technical Services Department staff will calculate the points awarded for these criteria based on the transit facilities within particular distances of the project boundary.

A regional transit station is defined as any station served by COASTER, SPRINTER, San Diego Trolley, Bus Rapid Transit, or Rapid Bus. Distance refers to walking distance based on actual available pathways. Projects that propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category. *(Up to 12 points possible)*

- Bicycle improvement within 1.5 miles of a regional transit station (6 points)

and/or

- Pedestrian improvement within 1/4 mile of a local transit stop (2 points)
- Pedestrian improvement directly connects to a local transit stop (4 points)
- Pedestrian improvement within 1/2 mile of a regional transit station (4 points)
- Pedestrian improvement directly connects to a regional transit station (6 points)

2. SAFETY AND QUALITY OF PROJECT

This section will be scored using the guidance outlined in SANDAG Riding to 2050: The San Diego Region Bicycle Plan; Planning and Designing for Pedestrians; and the NACTO Urban Bikeway Design Guide.

Points will be awarded based on the quality of proposed measures and the potential to address community needs identified by the Applicant. The highest scoring projects will make significant infrastructure changes that result in reduced speeds and safer environments for bicyclists and pedestrians, balance the needs of all modes, and include a broad array of devices to calm traffic and/or prioritize bicyclists and pedestrians. Low-scoring projects will have fewer features and make minimal improvements.

A. Safety and Access Improvements (Part B, Narrative Question #3)

Points for this section will be awarded based on the applicant's description of safety hazards and/or collision history, degree of hazard(s), and potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points only for creating safe access or overcoming hazardous conditions; however, the highest scoring projects will present both.

To earn points without collision data, Applicant must describe detractors in the project area that prohibit safe access (ex. lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) The evaluation panel will also consider vehicle speed limit and average daily traffic information in identifying the degree of hazard. *(Up to 12 points possible)*

- One to two correctable collisions involving non-motorized users (2 points)
- Three to four correctable collisions involving non-motorized users (4 points)
- Five or more correctable collisions involving non-motorized users (6 points)

and/or

- Creates access or /overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians (6 points)

B. Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures² (Part B, Narrative Question #3)

Up to 5 points are available within each of the three project categories: bicycle, pedestrian, and/or traffic calming measures. Therefore, projects that propose improvements in more than one category are eligible to earn more points *(up to 15 total points possible)*. In scoring traffic calming measures, the following minimum thresholds for frequency/effectiveness of traffic calming devices along a roadway will be taken into consideration:

Residential Street (20 mph) = Devices every 250 feet (on either side)

Collector or Main Street (25 mph) = Devices every 400 feet

Arterial street (35 mph) = Devices every 800 feet

- How well will the proposed traffic calming address the identified need in the project area? Are the proposed solutions appropriate for the situation? (up to 5 points)
- How well will the proposed pedestrian improvements address the identified need in the project area? (up to 5 points)

² Traffic calming measures that consist of roadway improvements that benefit motorists only will receive 0 points.

- How well will the proposed bicycle improvements address the identified need in the project area? (up to 5 points)

C. Program Objectives

Points will be awarded based on how well the proposed project aligns with ATP objectives. *(Up to 18 points possible)*

D. Innovation

(Regional ATP Supplemental Questionnaire)

Points will be awarded based on the breadth of solutions proposed by the project that are new to the region. Refer to the NACTO Urban Bikeway Design Guide available at <http://nacto.org/cities-for-cycling/design-guide/> for examples of innovative improvements. No points will be awarded for facilities or treatments that have received FHWA approval (ex. Sharrows), unless they are new to the region. The Applicant should determine whether the proposed improvements have been FHWA approved and make a determination prior to submitting this application. *(Up to 8 points possible)*

- Is this project an FHWA or state experimentation effort? (4 points)
- Does this project propose innovative solutions or propose solutions that are new to the region and can potentially serve as a replicable model? (Up to 4 points)

3. SUPPORTIVE POLICIES AND PROGRAMS

This section will be scored based upon the Applicant's demonstration of plans, policies, and programs that support the proposed project. Consideration will be given to both the breadth and depth of programs. The highest scoring projects will have an adopted Community Active Transportation Strategy that incorporates Complete Streets policies specific to the project area.

A. Complimentary Programs

(Regional ATP Supplemental Questionnaire)

Points will be awarded for demonstrating that the proposed project will be complemented by supportive programs including, but not limited to: awareness campaigns, education efforts, increased enforcement, and/or bicycle parking. High scoring projects will demonstrate collaboration and integration with the supportive program(s). *(Up to 3 points possible)*.

B. Supportive Plans and Policies

(Regional ATP Supplemental Questionnaire)

Applicant must demonstrate any supportive policies by citing language from approved local plans relevant to the proposed project. Additional points will be awarded to projects preceded by a Complete Streets policy included in a community or specific plan, or Community Active Transportation Strategy completed prior to this application. The highest scoring projects will be supported by adopted plans that emphasize active transportation and identify priority improvements in the project area. *(Up to 3 points possible)*

4. DEMAND ANALYSIS USING GEOGRAPHIC INFORMATION SYSTEM (GIS)
(PART 2, GENERAL PROJECT INFORMATION)

*NOTE: SANDAG Technical Services Department staff will calculate the points awarded for this criterion based on a GIS analysis of the project area relative to the seven factors listed below.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Results for each factor will be ranked from highest to lowest (with the exception of vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 15 points) to lowest (1 point). (Up to 15 points possible)

- Population
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Employment
- Vehicle Ownership

5. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES
(PART 5, PROJECT SCHEDULE, AND REGIONAL ATP SUPPLEMENTAL QUESTIONNAIRE)

Evidence of a completed feasibility study or equivalent evaluation of project feasibility. Points will be awarded based on the project development milestones completed. *(Up to 20 points possible)*

- Neighborhood-level plan, corridor study, or community active transportation strategy. *(Up to 2 points)*
- Environmental clearance under California Environmental Quality Act and the National Environmental Policy Act. *(Up to 4 points)*
- Completion of right-of-way acquisition, all necessary entitlements, or evidence provided by the applicant that no right-of-way acquisition is required. *(Up to 4 points)*
- Completion of final design (plans, specifications, and estimates). *(Up to 10 points)*

6. COST EFFECTIVENESS
(COVER PAGE, TOTAL ATP \$)

Ratio of Grant Request to Project Score

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criterion.

The grant-score ratio is calculated by dividing the total project grant request amount by the sum of points earned in Categories 1 through 5. The projects will be ranked against each other based on the resulting quotient and the available 10 points will be distributed accordingly. The project(s) with the largest quotient will receive 10 points, and the one(s) with the smallest quotient will receive 1 point. (Up to 10 points possible)

7. MATCHING FUNDS
(COVER PAGE, MATCHING \$; PART 6, PROJECT FUNDING ; AND PART B, NARRATIVE QUESTION #7)

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criterion.

Supporting documentation demonstrating that matching funds have been secured and the source(s) of the matching funds should be detailed. Matching funds that have not been secured will not count toward this score.

Points for matching funds will be awarded by ranking the matching fund amounts proposed by each applicant, dividing each matching fund amount by the highest matching fund rank, then multiplying the number of points available by this quotient. The project with the largest proposed matching funds will receive ten points. Projects that do not include matching funds will receive 0 points. (Up to 10 points possible)

8. PUBLIC HEALTH (PART B, NARRATIVE QUESTION #5)

Up to 10 points will be awarded for improving public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community (2 points)
- Describe the targeted populations and the health issues that the project will address (2 points)
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (3 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> (3 points)

9. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS (PART B, NARRATIVE QUESTION #8)

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Up to 5 points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. Applicants will not be penalized if either corps determines that they cannot participate in a project.

The California Conservation Corps can be contacted by email at atp@ccc.ca.gov or by phone at (916) 341-3154. Community Conservation Corps can be contacted by email at inquiry@atpcommunitycorps.org or by phone at (916) 426-9170.

10. BENEFIT TO DISADVANTAGED COMMUNITY (PART B, NARRATIVE QUESTION #1)

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as having a direct benefit to a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or is directly adjacent to that disadvantaged community. To qualify as a disadvantaged community, the community served by the project must meet at least one of the criteria listed in the section of these guidelines entitled "Disadvantaged Communities" (page 8).

Points will be distributed as follows:

- The project benefits a disadvantaged community. (up to 10 points)³ OR
- The project does not benefit a disadvantaged community. (0 points)

³ Scores will be scaled in relation to the severity of and the benefit provided to the disadvantaged community affected by the project.

INFRASTRUCTURE PROJECTS

INFRASTRUCTURE SCORING CRITERIA MATRIX

Infrastructure projects will be scored and ranked on the basis of applicant responses to the Infrastructure Scoring Criteria Guidance.

Points calculated by SANDAG's Technical Services Department or Contracts and Procurement staff are marked with an asterisk (*).

No.	CATEGORY	PTS	CRITERIA	POINTS POSSIBLE	%
1. PROJECT CONNECTIONS (21% of total points)					
A.*	Connection to Regional Bicycle Network	6	Project will directly connect to the Regional Bikeway Network	Up to 8	5%
		8	Project will construct part of the Regional Bikeway Network		
B.	Completes Connection in Local Bicycle Network	8	Closes a gap between existing bicycle facilities	Up to 8	5%
C.	Completes Connection in Existing Pedestrian Network	8	Closes a gap in the existing pedestrian network	Up to 8	5%
D.*	Connection to Transit	6	Bicycle improvement within 1 ½ miles of a regional transit station	Up to 12	7%
		2	Pedestrian improvement within 1/4 mile of a local transit stop		
		4	Pedestrian improvement directly connects to a local transit stop		
		4	Pedestrian improvement within 1/2 mile of a regional transit station		
		6	Pedestrian improvement directly connects to a regional transit station		
2. SAFETY AND QUALITY OF PROJECT (31% of total points)					
A.	Safety and Access Improvements		Potential for increasing bicycle or pedestrian trips at location with documented safety hazard or accident history <i>within the last seven years</i> :	Up to 12	7%
		2	1 to 2 correctable crashes involving non-motorized users		
		4	3 to 4 correctable crashes involving non-motorized users		
		6	5 or more correctable crashes involving non-motorized users		
			and/or		
		6	Creates access or overcomes barriers in area where hazardous conditions prohibit safe access for bicyclists and pedestrians.		
B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures	Up to 5	How well will the proposed traffic calming address the identified need in the project area? Are the proposed solutions appropriate for the situation?	Up to 15	9%
		Up to 5	How well will the proposed pedestrian improvements address the identified need in the project area?		
		Up to 5	How well will the proposed bicycle improvements address the identified need in the project area?		

INFRASTRUCTURE PROJECTS

No.	CATEGORY	PTS	CRITERIA	POINTS POSSIBLE	%
C.	Program Objectives	18	How well does the project align with the ATP objectives?	Up to 18	11%
D.	Innovation	4	Is this project an FHWA or state experimentation effort?	Up to 8	5%
		4	Does the project propose innovative solutions or propose solutions that are new to the region and can potentially serve as a replicable model?		
3.	SUPPORTIVE POLICIES AND PROGRAMS (4% of total points)				
A.	Complementary Programs	3	Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, increased enforcement, and/or bicycle parking?	Up to 3	2%
B.	Supportive Plans and Policies	3	Demonstrated supportive policies such as complete streets or Community Active Transportation Strategy (CATS)?	Up to 3	2%
4.*	DEMAND ANALYSIS USING GEOGRAPHIC INFORMATION SYSTEM (9% of total points)				
		15	Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 15	9%
5.	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES (12% of total points)				
		2	Neighborhood-level plan, corridor study, or community active transportation strategy.	Up to 20	12%
		4	Environmental clearance (CEQA and NEPA)		
		4	Completed right-of-way acquisition		
		10	Final design		
6.*	COST EFFECTIVENESS (6% of total points)				
		10	Project grant request, divided by score in Categories 1 through 5, ranked relative to each other.	Up to 10	6%
7.*	MATCHING FUNDS (6% of total points)				
		10	Matching funds can be from any of the following sources: <ul style="list-style-type: none"> 1. Identified and approved capital funding from identified source 2. Approved match grant 3. In-kind services. 	Up to 10	6%

INFRASTRUCTURE PROJECTS

No.	CATEGORY	PTS	CRITERIA	POINTS POSSIBLE	%
8. PUBLIC HEALTH (6% of total points)					
			Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 10	6%
		2	Coordination with the local health department to identify data and risk factors for the community.		
		2	Description of the targeted populations and the health issues that the project will address.		
		3	Assessment of health data using the online California Health Interview Survey tool.		
		3	Assessment of the project's health benefits using the online Health Economic Assessment Tool		
9. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS (-3% of total points)					
		0	The applicant sought California Conservation Corps or a qualified Community Conservation Corps participation on the project	0 to -5	-3%
			or		
		-5	The applicant did not seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project, or the applicant intends not to utilize a corps in a project in which the corps can participate		
10. BENEFIT TO DISADVANTAGED COMMUNITY (6% of total points)					
		10	The project benefits a disadvantaged community.	Up to 10	6%
			or		
		0	The project does not benefit a disadvantaged community.		
TOTAL PROJECT SCORE				170	100%

NON-INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring non-infrastructure applications. The Non-Infrastructure Scoring Criteria Matrix on pages 33-34 is a summary of this information. References to the statewide application or Regional ATP Supplemental Questionnaire are shown in **green text** next to each section heading below.

1. ALIGNMENT WITH ATP OBJECTIVES (PART B, NARRATIVE QUESTION #2)

Points will be awarded based on how well the proposed project aligns with the ATP objectives. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. (*Planning: Up to 30 points; EEA Programs: Up to 20 points; Bike Parking: Up to 20 points*)

2. COMPREHENSIVENESS (ATTACHMENT G: NON-INFRASTRUCTURE WORK PLAN)

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program, in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the Applicant will be considered.

- **Planning:** The highest scoring projects will: aim to address Complete Streets principles; incorporate traffic calming measures for the benefit of pedestrians and bicycles; prioritize bike/pedestrian access; and/or be considered a Community Active Transportation Strategy (CATS). (*Up to 15 points*)
- **EEA Programs:** The highest scoring projects will: reach more of the region's residents, including specific underserved or vulnerable populations that lack vehicular access; take place over a longer period of time; complement a capital improvement project; and/or be part of a larger Transportation Demand Management (TDM) effort. Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement projects. (*Up to 15 points*)
- **Bike Parking:** The highest scoring projects will: cover a larger geographic area; complement a capital improvement project; and/or be part of a larger TDM effort. Lower-scoring projects will be smaller in scope and scale, and will be independent of any capital improvement projects. (*Up to 10 points*)

3. METHODOLOGY (ATTACHMENT G: NON-INFRASTRUCTURE WORK PLAN)

Points will be awarded across all categories according to how well the proposed effort will meet the demonstrated need and project goals.

- **Planning:** Highest scoring projects will include a comprehensive planning process in their scopes of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area. (*Up to 35 points*)
- **EEA Programs:** Highest scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives, and will also list measurable objectives and/or deliverables. Lower scoring projects will state a generic need, broad goals, and/or will fail to clearly articulate how the scope of work will address project goals. (*Up to 35 points*)
- **Bicycle Parking:** Projects must demonstrate that they meet guidelines outlined in Riding to 2050: The San Diego Regional Bicycle Plan, available at http://www.sandag.org/uploads/publicationid/publicationid_1674_14591.pdf. Innovations that deviate from the guidelines may still be considered. The highest scoring bicycle parking projects will be appropriately located with attractive and functional designs and demonstrate how the project will directly address the proposed program goals and objectives. (*Up to 15 points*)

4. COMMUNITY SUPPORT
(PART B, NARRATIVE QUESTION #4)

Points will be awarded according to the inclusiveness of the planning process and based on evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate: strong community support for the project; substantial community input into the planning or other process; identification of key stakeholders, including underserved and limited English proficiency populations, ensuring a meaningful role in the effort.

Lower scoring projects will: have minimal opportunities for community engagement in the scope of work; include generic letters of support that fail to demonstrate substantive stakeholder involvement; and/or fail to account for limited English proficiency populations. *(Planning: Up to 15 points; EEA Programs: Up to 15 points; Bike Parking: Up to 10 points)*

5. EVALUATION
(PART B, NARRATIVE QUESTION #3)

Points will be awarded for applications that clearly demonstrate a commitment to monitoring and evaluating the impact and effectiveness of the proposed project. The highest scoring projects will have identified performance measures in the application, or will include a task for identification of performance measures in the Scope of Work and/or include specific pre- and post-data collection efforts as part of the project scope, budget, and schedule in support of evaluating the project’s effectiveness. Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project. *(Planning: Not Applicable; EEA Programs: Up to 20 points; Bike Parking: Up to 10 points)*

6. INNOVATION
(REGIONAL ATP SUPPLEMENTAL QUESTIONNAIRE)

Points will be awarded for applications that propose innovative solutions that show the potential to serve as a replicable model for the region. The highest scoring projects will include innovative methods of accomplishing project goals that have not yet been tried in the San Diego region to date. For innovations that have been implemented in other regions, the Applicant must demonstrate that the measure was successful and effective in those cases. *(Planning: Not Applicable; EEA Programs: Up to 10 points; Bike Parking: Up to 30 points)*

Ex. Ciclovias or Sunday Streets programs; bike sharing programs; bike corrals; bike stations; or bike parking ordinances.

7. DEMAND ANALYSIS (GIS)
(PART 2, GENERAL PROJECT INFORMATION)

NOTE: SANDAG Technical Services Department staff will calculate the points awarded based on a GIS analysis of the project area relative to the seven factors listed below.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Results for each factor will be ranked from highest to lowest (with the exception of vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 20 points) to lowest (1 point). No information is needed from the Applicant for this section. *(Planning: Up to 20 points; EEA Program: Not Applicable; Bike Parking: Up to 20 points)*

- Population
- Population Density
- Activity Centers
- Intersection Density
- Employment
- Employment Density
- Vehicle Ownership

8. COST EFFECTIVENESS **(COVER PAGE, TOTAL ATP \$)**

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criterion.

The grant-score ratio is calculated by dividing the total project grant request amount by the sum of points earned in Categories 1 through 7. The projects will be ranked against each other based on the resulting quotient and the available 20 points will be distributed accordingly. The project(s) with the largest quotient will receive 20 points, and the one(s) with the smallest quotient will receive 1 point. *(Up to 20 points)*

9. MATCHING FUNDS **(COVER PAGE, MATCHING \$; PART 6, PROJECT FUNDING ; AND PART B, NARRATIVE QUESTION #7)**

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criterion.

Supporting documentation that demonstrates that matching funds have been secured AND the source(s) of matching funds are detailed. Matching funds that have not been secured will not count toward this score.

Points for this criterion will be calculated by SANDAG Contracts and Procurement staff by dividing the total project cost as proposed in the application by the grant request. The projects will be awarded points proportionately on a scale of 0 to 20 based on the statistical distribution of matching fund quotients. The project(s) with the largest quotient will receive 20 points, and the project(s) with no matching funds will receive no points. *(Up to 20 points)*

10. PUBLIC HEALTH **(PART B, NARRATIVE QUESTION #5)**

Up to 15 points will be awarded for improving public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community (4 points)
- Describe the targeted populations and the health issues that the project will address (3 points)
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (4 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> (4 points)

NON-INFRASTRUCTURE SCORING CRITERIA MATRIX

Non-Infrastructure projects will be scored and ranked on the basis of applicant responses to the Non-Infrastructure Scoring Criteria Guidance.

Points calculated by the SANDAG Technical Services Department or Contracts and Procurement staff are marked with an asterisk (*).

No.	CATEGORY	CRITERIA	POINTS POSSIBLE		
			PLANNING	EEA	PARKING
1	Alignment with ATP Objectives				
	ALL	How well does the proposed project align with the ATP objectives?	30	20	20
2	Comprehensiveness				
	PLANNING	How comprehensive is the proposed plan?	15	n/a	n/a
	EEA PROGRAMS BIKE PARKING	Does this effort accompany an existing or proposed capital improvement project?	n/a	15	10
3	Methodology				
	PLANNING	How well will the planning process or proposed effort meet the demonstrated need and project goals?	35	n/a	n/a
	EEA PROGRAMS BIKE PARKING	How effective will the proposed effort be in meeting the demonstrated need and project goals?	n/a	35	15
4	Community Support				
	PLANNING	Does the planning project include an inclusive process?	15	n/a	n/a
	EEA PROGRAMS BIKE PARKING	Does the project involve broad segments of the community and does it have broad and meaningful community support?	n/a	15	10
5	Evaluation				
	EEA PROGRAMS BIKE PARKING	How will the project evaluate its effectiveness?	n/a	20	10
6	Innovation				
	EEA PROGRAMS BIKE PARKING	Is this project new to the region and have the potential to serve as a replicable model for other cities in the region?	n/a	10	30
7*	Demand Analysis (GIS)				
	PLANNING BIKE PARKING	Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	20	n/a	20
8*	Cost Effectiveness				
	ALL	Project grant request, divided by score in Categories 1 through 7, ranked relative to each other.	20	20	20

NON-INFRASTRUCTURE PROJECTS

9*	Matching Funds				
	ALL	<p>Matching funds can be from any of the following sources:</p> <ol style="list-style-type: none"> 1. Identified and approved capital funding from identified source 2. Approved match grant 3 In-kind services <p>Points for matching funds are awarded by dividing the total project cost as proposed in the application by the grant request. The project(s) with the largest quotient will receive twenty points, and the project(s) with no matching funds will receive no points.</p>	20	20	20
10	Public Health				
	ALL	<p>Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?</p>	15	15	15
TOTAL POINTS			170	170	170

Application Rankings, Funding Recommendations, and Contingency List of Projects

SANDAG ID No.	Applicant Name	Project Name	Total Grant Request	ATP Funding Recommendation	DAC?	Sum of Ranks	Final Rank
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Projects Recommended for Funding							
A13	National City	El Toyon - Las Palmas Regional Bicycle Boulevard	\$1,544,000	\$1,544,000	Yes	15	1
A14	National City	Euclid Avenue Bicycle and Pedestrian Enhancements	\$3,335,000	\$3,335,000	Yes	18	2
A9	Escondido	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	\$1,336,000	\$1,336,000	Yes	18	2
A10	Escondido	Escondido Creek Trail Bike Path Improvements Project	\$1,632,000	\$1,632,000	Yes	23	4
A3	Carlsbad ¹	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements, Carlsbad	\$3,693,000	\$1,119,000	No	27	5
			\$11,540,000	\$8,966,000			

Projects Recommended as Contingency Projects							
A15	San Diego Association of Governments	Inland Rail Trail-City of Vista Segment	\$5,603,000	\$0	Yes	36	6
A12	National City	National City Safe Routes to School Pedestrian Enhancements	\$1,678,000	\$0	Yes	37	7
A6	El Cajon	Cajon Valley Union School District SRTS Plan (Phase 2)	\$500,000	\$0	Yes	47	8
A1	Chula Vista Elementary School District	Chula Vista Rides to School!	\$202,000	\$0	Yes	47	8
A23	San Marcos	Barham Drive and Woodland Parkway Urban Trail Improvement Project	\$2,000,000	\$0	No	47	8
A4	Chula Vista	Class 2 Bike Lanes on Broadway in Chula Vista, CA	\$1,246,000	\$0	Yes	55	11
A8	Encinitas	North Coast Highway 101 Streetscape, Segment B	\$5,603,000	\$0	No	58	12
A7	Encinitas	Santa Fe Drive Corridor Bike and Pedestrian Improvements	\$996,000	\$0	No	59	14
A11	Imperial Beach	Imperial Beach Boulevard Improvement Project and Safe Routes to Schools	\$2,570,000	\$0	Yes	58	12
A2	Carlsbad	Carlsbad Blvd and Cannon Rd Bicycle and Pedestrian Improvements, Carlsbad	\$2,526,000	\$0	No	61	15
A17	San Diego County	Woodside Avenue Sidewalks and Bike Lanes	\$6,724,000	\$0	Yes	77	16
A22	San Marcos	Woodland Park Middle School Safe Routes to School Improvements	\$1,232,000	\$0	No	85	18
A21	San Diego County	Rock Springs Road SRTS Sidewalks and Bike Lanes	\$1,717,000	\$0	Yes	84	17
A24	San Pasqual Tribal Government	San Pasqual Community Walking and Bicycle Path Project	\$5,177,000	\$0	Yes	91	19
A5	El Cajon	Chase Avenue Elementary School Safe Routes to School Improvements	\$489,000	\$0	Yes	97	20
A18	San Diego County	Allen School Road SRTS Pedestrian and Bicycle Improvement Project	\$2,055,000	\$0	No	108	21
A19	San Diego County	Buena Creek Road-Pedestrian Improvements to Sprinter-Transit Station	\$1,249,000	\$0	No	109	22
A20	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	\$499,000	\$0	No	110	23

Projects recommended for full funding
 Projects recommended for partial funding

¹ The City of Carlsbad has confirmed that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the original project application.

**Regional ATP Cycle 3 Project Rankings
Evaluator 1 Detailed Scores**

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1	2	3	4	5	6	7	8	9	10	Final Score	Rank
A1	Chula Vista Rides to School!	EEA	\$202,000.00	\$202,000.00	20	14	32	15	15	8	NA	20	0	15	139	2
A6	Cajon Valley Union School District SRTS Plan (Phase 2)	EEA	\$500,000.00	\$500,000.00	18	8	28	15	10	5	NA	10	0	15	109	14

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1A	1B	1C	1D	2A	2B	2C	2D	3A	3B	4	5	6	7	8	9	10	Final Score	Rank
A2	Carlsbad Blvd and Cannon Rd Bicycle and Pedestrian Improvements, Carlsbad	Infrastructure	\$7,576,000.00	\$2,526,000.00	6	8	8	4	8	15	14	8	3	3	6	10	5	10	6	0	0	114	12
A3	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements, Carlsbad	Infrastructure	\$9,095,000.00	\$3,693,000.00	8	8	8	12	10	15	13	8	2	3	9	20	3	9	6	0	0	134	6
A4	Class 2 Bike Lanes on Broadway in Chula Vista, CA	Infrastructure	\$1,466,000.00	\$1,246,000.00	6	8	0	6	8	10	12	4	3	3	14	6	8	6	2	-5	10	101	16
A5	Chase Avenue Elementary School Safe Routes to School Improvements	Infrastructure	\$489,000.00	\$489,000.00	0	0	0	4	8	6	16	4	3	3	4	6	10	0	2	0	10	76	20
A7	Santa Fe Drive Corridor Bike and Pedestrian Improvements	Infrastructure	\$1,142,000.00	\$996,000.00	6	7	8	4	6	15	18	3	3	3	7	6	10	5	10	0	0	111	13
A8	North Coast Highway 101 Streetscape, Segment B	Infrastructure	\$9,038,000.00	\$5,603,000.00	8	4	8	10	8	15	16	4	2	3	10	14	2	8	10	0	0	122	8
A9	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	Infrastructure	\$1,386,000.00	\$1,336,000.00	0	8	7	12	12	13	17	6	3	3	11	16	9	4	8	0	10	139	2
A10	Escondido Creek Trail Bike Path Improvements Project	Infrastructure	\$1,632,000.00	\$1,632,000.00	6	5	8	8	8	13	18	6	3	3	15	16	8	0	8	0	10	135	5
A11	Imperial Beach Boulevard Improvement Project and Safe Routes to Schools	Infrastructure	\$3,533,000.00	\$2,570,000.00	0	8	6	4	8	15	15	5	3	1	11	12	4	8	8	0	10	118	11
A12	National City Safe Routes to School Pedestrian Enhancements	Infrastructure	\$2,028,000.00	\$1,678,000.00	0	0	8	6	12	13	13	4	3	3	14	16	7	7	10	0	10	126	7
A13	El Toyon - Las Palmas Regional Bicycle Boulevard	Infrastructure	\$1,919,000.00	\$1,544,000.00	8	8	5	10	8	13	16	5	3	3	13	14	9	7	10	0	8	140	1
A14	Euclid Avenue Bicycle and Pedestrian Enhancements	Infrastructure	\$3,960,000.00	\$3,335,000.00	8	8	7	10	8	15	15	6	3	3	12	16	3	6	10	0	8	138	4
A15	Inland Rail Trail-City of Vista Segment	Infrastructure	\$11,083,000.00	\$5,603,000.00	8	8	8	12	6	11	13	5	3	2	4	18	1	9	8	0	6	122	8
A17	Woodside Avenue Sidewalks and Bike Lanes	Infrastructure	\$7,724,000.00	\$6,724,000.00	0	6	6	4	8	12	13	4	3	2	7	6	0	5	8	0	6	90	18
A18	Allen School Road SRTS Pedestrian and Bicycle Improvement Project	Infrastructure	\$2,055,000.00	\$2,055,000.00	0	6	6	2	2	9	13	4	3	2	1	6	2	0	4	0	0	60	21
A19	Buena Creek Road-Pedestrian Improvements to Sprinter-Transit Station	Infrastructure	\$1,249,000.00	\$1,249,000.00	0	0	6	6	6	6	11	2	0	2	1	6	5	0	4	0	0	55	22
A20	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure	\$499,000.00	\$499,000.00	0	0	0	0	2	5	3	0	0	3	2	2	4	0	4	0	0	25	23
A21	Rock Springs Road SRTS Sidewalks and Bike Lanes	Infrastructure	\$1,717,000.00	\$1,717,000.00	0	6	6	6	6	10	13	4	0	2	9	6	6	0	6	0	10	90	18
A22	Woodland Park Middle School Safe Routes to School Improvements	Infrastructure	\$1,400,000.00	\$1,232,000.00	0	8	8	0	6	15	14	4	3	3	4	10	7	4	8	0	0	94	17
A23	Barham Drive and Woodland Parkway Urban Trail Improvement Project	Infrastructure	\$5,142,000.00	\$2,000,000.00	6	6	6	12	8	10	16	6	3	2	4	16	6	10	8	0	0	119	10
A24	San Pasqual Community Walking and Bicycle Path Project	Infrastructure	\$5,177,000.00	\$5,177,000.00	0	8	8	4	12	15	18	5	3	3	2	10	1	0	6	0	10	105	15

Green Boxes indicate objective scores provided by SANDAG Contracts and Procurement staff.
Blue Boxes indicate objective scores provided by SANDAG Technical Services Department staff.

**Regional ATP Cycle 3 Project Rankings
Evaluator 2 Detailed Scores**

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1	2	3	4	5	6	7	8	9	10	Final Score	Rank
A1	Chula Vista Rides to School!	EEA	\$202,000.00	\$202,000.00	16	12	30	13	5	0	NA	20	0	3	99	8
A6	Cajon Valley Union School District SRTS Plan (Phase 2)	EEA	\$500,000.00	\$500,000.00	17	12	30	12	18	0	NA	10	0	3	102	7

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1A	1B	1C	1D	2A	2B	2C	2D	3A	3B	4	5	6	7	8	9	10	Final Score	Rank
A2	Carlsbad Blvd and Cannon Rd Bicycle and Pedestrian Improvements, Carlsbad	Infrastructure	\$7,576,000.00	\$2,526,000.00	6	0	8	4	12	13	16	2	2	3	6	4	5	10	2	0	0	93	13
A3	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements, Carlsbad	Infrastructure	\$9,095,000.00	\$3,693,000.00	8	8	8	12	8	13	14	7	2	3	9	6	3	9	2	0	0	112	4
A4	Class 2 Bike Lanes on Broadway in Chula Vista, CA	Infrastructure	\$1,466,000.00	\$1,246,000.00	6	8	0	6	12	10	10	2	1	1	14	6	8	6	2	-5	10	97	10
A5	Chase Avenue Elementary School Safe Routes to School Improvements	Infrastructure	\$489,000.00	\$489,000.00	0	0	0	4	10	12	13	2	2	2	4	4	10	0	2	0	10	75	17
A7	Santa Fe Drive Corridor Bike and Pedestrian Improvements	Infrastructure	\$1,142,000.00	\$996,000.00	6	8	8	4	12	13	15	0	2	0	7	2	10	5	7	0	0	99	8
A8	North Coast Highway 101 Streetscape, Segment B	Infrastructure	\$9,038,000.00	\$5,603,000.00	8	0	4	10	8	8	8	0	1	0	10	2	1	8	7	0	0	75	17
A9	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	Infrastructure	\$1,386,000.00	\$1,336,000.00	0	0	8	12	12	15	16	3	3	1	11	6	9	4	2	0	10	112	4
A10	Escondido Creek Trail Bike Path Improvements Project	Infrastructure	\$1,632,000.00	\$1,632,000.00	6	8	8	8	10	12	14	4	3	1	15	6	8	0	5	0	10	118	2
A11	Imperial Beach Boulevard Improvement Project and Safe Routes to Schools	Infrastructure	\$3,533,000.00	\$2,570,000.00	0	4	4	4	10	13	15	0	0	0	11	0	3	8	7	0	10	89	14
A12	National City Safe Routes to School Pedestrian Enhancements	Infrastructure	\$2,028,000.00	\$1,678,000.00	0	0	0	6	12	13	16	0	2	0	14	6	6	7	5	0	10	97	10
A13	El Toyon - Las Palmas Regional Bicycle Boulevard	Infrastructure	\$1,919,000.00	\$1,544,000.00	8	8	4	10	10	12	14	2	2	0	13	2	7	7	5	0	10	114	3
A14	Euclid Avenue Bicycle and Pedestrian Enhancements	Infrastructure	\$3,960,000.00	\$3,335,000.00	8	8	2	10	12	15	17	3	2	0	12	6	4	6	5	0	10	120	1
A15	Inland Rail Trail-City of Vista Segment	Infrastructure	\$11,083,000.00	\$5,603,000.00	8	8	4	12	8	12	14	2	2	0	4	4	2	9	7	0	10	106	6
A17	Woodside Avenue Sidewalks and Bike Lanes	Infrastructure	\$7,724,000.00	\$6,724,000.00	0	8	8	4	10	12	15	0	0	0	7	2	1	5	5	0	10	87	15
A18	Allen School Road SRTS Pedestrian and Bicycle Improvement Project	Infrastructure	\$2,055,000.00	\$2,055,000.00	0	8	8	2	4	7	8	0	0	0	1	2	2	0	5	0	0	47	23
A19	Buena Creek Road-Pedestrian Improvements to Sprinter-Transit Station	Infrastructure	\$1,249,000.00	\$1,249,000.00	0	0	8	6	6	9	11	0	0	0	1	2	5	0	5	0	0	53	21
A20	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure	\$499,000.00	\$499,000.00	0	0	0	0	4	10	12	0	0	0	2	6	9	0	5	0	0	48	22
A21	Rock Springs Road SRTS Sidewalks and Bike Lanes	Infrastructure	\$1,717,000.00	\$1,717,000.00	0	2	8	6	4	10	10	0	0	0	9	2	4	0	5	0	10	70	19
A22	Woodland Park Middle School Safe Routes to School Improvements	Infrastructure	\$1,400,000.00	\$1,232,000.00	0	8	8	0	8	12	16	3	2	0	4	2	7	4	2	0	0	76	16
A23	Barham Drive and Woodland Parkway Urban Trail Improvement Project	Infrastructure	\$5,142,000.00	\$2,000,000.00	6	8	8	12	6	11	15	2	1	0	4	2	6	10	5	0	0	96	12
A24	San Pasqual Community Walking and Bicycle Path Project	Infrastructure	\$5,177,000.00	\$5,177,000.00	0	0	0	4	10	12	15	0	0	0	2	2	0	0	2	0	10	57	20

Green Boxes indicate objective scores provided by SANDAG Contracts and Procurement staff.
Blue Boxes indicate objective scores provided by SANDAG Technical Services Department staff.

**Regional ATP Cycle 3 Project Rankings
Evaluator 3 Detailed Scores**

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1	2	3	4	5	6	7	8	9	10	Final Score	Rank
A1	Chula Vista Rides to School!	EEA	\$202,000.00	\$202,000.00	12	8	14	10	8	0	NA	20	0	12	84	17
A6	Cajon Valley Union School District SRTS Plan (Phase 2)	EEA	\$500,000.00	\$500,000.00	20	15	34	15	16	0	NA	10	0	15	125	4

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1A	1B	1C	1D	2A	2B	2C	2D	3A	3B	4	5	6	7	8	9	10	Final Score	Rank
A2	Carlsbad Blvd and Cannon Rd Bicycle and Pedestrian Improvements, Carlsbad	Infrastructure	\$7,576,000.00	\$2,526,000.00	6	8	8	4	12	15	15	2	3	0	6	12	4	10	8	0	0	113	8
A3	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements, Carlsbad	Infrastructure	\$9,095,000.00	\$3,693,000.00	8	8	8	12	8	15	15	4	3	3	9	16	3	9	8	0	0	129	3
A4	Class 2 Bike Lanes on Broadway in Chula Vista, CA	Infrastructure	\$1,466,000.00	\$1,246,000.00	6	0	0	6	10	10	13	2	2	1	14	4	7	6	2	-5	10	88	15
A5	Chase Avenue Elementary School Safe Routes to School Improvements	Infrastructure	\$489,000.00	\$489,000.00	0	0	0	4	10	11	15	0	3	0	4	4	10	0	2	0	10	73	20
A7	Santa Fe Drive Corridor Bike and Pedestrian Improvements	Infrastructure	\$1,142,000.00	\$996,000.00	6	8	8	4	12	15	17	0	3	0	7	2	9	5	7	0	0	103	10
A8	North Coast Highway 101 Streetscape, Segment B	Infrastructure	\$9,038,000.00	\$5,603,000.00	8	4	4	10	8	15	15	4	3	0	10	2	1	8	7	0	0	99	12
A9	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	Infrastructure	\$1,386,000.00	\$1,336,000.00	0	8	8	12	12	15	18	4	3	3	11	20	9	4	4	0	10	141	1
A10	Escondido Creek Trail Bike Path Improvements Project	Infrastructure	\$1,632,000.00	\$1,632,000.00	6	8	2	8	12	13	17	2	3	3	15	16	8	0	7	0	10	130	2
A11	Imperial Beach Boulevard Improvement Project and Safe Routes to Schools	Infrastructure	\$3,533,000.00	\$2,570,000.00	0	4	4	4	6	15	18	0	0	0	11	0	2	8	7	0	10	89	14
A12	National City Safe Routes to School Pedestrian Enhancements	Infrastructure	\$2,028,000.00	\$1,678,000.00	0	0	8	6	12	15	18	0	3	3	14	10	7	7	10	0	10	123	5
A13	El Toyon - Las Palmas Regional Bicycle Boulevard	Infrastructure	\$1,919,000.00	\$1,544,000.00	8	8	0	10	6	12	16	4	3	2	13	10	8	7	10	0	5	122	6
A14	Euclid Avenue Bicycle and Pedestrian Enhancements	Infrastructure	\$3,960,000.00	\$3,335,000.00	8	8	0	10	6	15	16	4	3	2	12	10	3	6	10	0	5	118	7
A15	Inland Rail Trail-City of Vista Segment	Infrastructure	\$11,083,000.00	\$5,603,000.00	8	8	0	12	6	10	15	8	3	3	4	12	2	9	7	0	5	112	9
A17	Woodside Avenue Sidewalks and Bike Lanes	Infrastructure	\$7,724,000.00	\$6,724,000.00	0	8	8	4	6	15	17	0	0	2	7	4	0	5	7	0	5	88	15
A18	Allen School Road SRTS Pedestrian and Bicycle Improvement Project	Infrastructure	\$2,055,000.00	\$2,055,000.00	0	8	8	2	6	15	16	0	0	1	1	4	4	0	5	0	0	70	22
A19	Buena Creek Road-Pedestrian Improvements to Sprinter-Transit Station	Infrastructure	\$1,249,000.00	\$1,249,000.00	0	0	8	6	6	10	12	0	0	0	1	4	5	0	5	0	0	57	23
A20	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure	\$499,000.00	\$499,000.00	0	8	8	0	6	15	12	0	0	1	2	4	10	0	5	0	0	71	21
A21	Rock Springs Road SRTS Sidewalks and Bike Lanes	Infrastructure	\$1,717,000.00	\$1,717,000.00	0	8	8	6	6	15	18	0	0	1	9	4	6	0	5	0	10	96	13
A22	Woodland Park Middle School Safe Routes to School Improvements	Infrastructure	\$1,400,000.00	\$1,232,000.00	0	8	8	0	6	15	16	0	3	0	4	4	6	4	5	0	0	79	19
A23	Barham Drive and Woodland Parkway Urban Trail Improvement Project	Infrastructure	\$5,142,000.00	\$2,000,000.00	6	8	8	12	6	15	12	0	3	1	4	6	5	10	7	0	0	103	10
A24	San Pasqual Community Walking and Bicycle Path Project	Infrastructure	\$5,177,000.00	\$5,177,000.00	0	8	8	4	6	15	16	0	0	0	2	6	1	0	7	0	10	83	18

Green Boxes indicate objective scores provided by SANDAG Contracts and Procurement staff.
Blue Boxes indicate objective scores provided by SANDAG Technical Services Department staff.

**Regional ATP Cycle 3 Project Rankings
Evaluator 4 Detailed Scores**

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1	2	3	4	5	6	7	8	9	10	Final Score	Rank
A1	Chula Vista Rides to School!	EEA	\$202,000.00	\$202,000.00	20	14	32	15	17	10	NA	20	0	15	143	1
A6	Cajon Valley Union School District SRTS Plan (Phase 2)	EEA	\$500,000.00	\$500,000.00	20	13	30	15	15	5	NA	10	0	14	122	6

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1A	1B	1C	1D	2A	2B	2C	2D	3A	3B	4	5	6	7	8	9	10	Final Score	Rank
A2	Carlsbad Blvd and Cannon Rd Bicycle and Pedestrian Improvements, Carlsbad	Infrastructure	\$7,576,000.00	\$2,526,000.00	6	6	6	4	8	11	13	0	3	1	6	10	3	10	8	0	0	95	15
A3	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements, Carlsbad	Infrastructure	\$9,095,000.00	\$3,693,000.00	8	4	2	12	4	10	13	2	1	1	9	14	2	9	8	0	0	99	13
A4	Class 2 Bike Lanes on Broadway in Chula Vista, CA	Infrastructure	\$1,466,000.00	\$1,246,000.00	6	8	0	6	12	10	15	0	3	3	14	16	9	6	2	-5	10	115	8
A5	Chase Avenue Elementary School Safe Routes to School Improvements	Infrastructure	\$489,000.00	\$489,000.00	0	0	5	4	12	11	16	0	3	3	4	8	10	0	2	0	10	88	17
A7	Santa Fe Drive Corridor Bike and Pedestrian Improvements	Infrastructure	\$1,142,000.00	\$996,000.00	6	6	8	4	12	13	13	0	3	3	7	2	9	5	7	0	0	98	14
A8	North Coast Highway 101 Streetscape, Segment B	Infrastructure	\$9,038,000.00	\$5,603,000.00	8	3	8	10	12	14	15	0	2	3	10	8	2	8	7	0	0	110	10
A9	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	Infrastructure	\$1,386,000.00	\$1,336,000.00	0	8	8	12	12	15	18	2	3	3	11	18	10	4	2	0	10	136	4
A10	Escondido Creek Trail Bike Path Improvements Project	Infrastructure	\$1,632,000.00	\$1,632,000.00	6	8	8	8	12	15	18	0	3	2	15	14	7	0	7	0	10	133	5
A11	Imperial Beach Boulevard Improvement Project and Safe Routes to Schools	Infrastructure	\$3,533,000.00	\$2,570,000.00	0	4	8	4	12	13	18	0	3	3	11	8	4	8	7	0	10	113	9
A12	National City Safe Routes to School Pedestrian Enhancements	Infrastructure	\$2,028,000.00	\$1,678,000.00	0	0	8	6	12	10	18	0	3	3	14	14	6	7	10	0	10	121	7
A13	El Toyon - Las Palmas Regional Bicycle Boulevard	Infrastructure	\$1,919,000.00	\$1,544,000.00	8	8	6	10	12	9	18	2	3	3	13	12	8	7	10	0	8	137	3
A14	Euclid Avenue Bicycle and Pedestrian Enhancements	Infrastructure	\$3,960,000.00	\$3,335,000.00	8	8	6	10	12	14	18	2	3	3	12	14	5	6	10	0	10	141	2
A15	Inland Rail Trail-City of Vista Segment	Infrastructure	\$11,083,000.00	\$5,603,000.00	8	6	4	12	10	6	15	2	2	3	4	12	1	9	7	0	5	106	11
A17	Woodside Avenue Sidewalks and Bike Lanes	Infrastructure	\$7,724,000.00	\$6,724,000.00	0	8	8	4	12	12	15	0	0	3	7	2	0	5	6	0	6	88	17
A18	Allen School Road SRTS Pedestrian and Bicycle Improvement Project	Infrastructure	\$2,055,000.00	\$2,055,000.00	0	8	8	2	6	10	10	0	3	2	1	2	3	0	4	0	0	59	21
A19	Buena Creek Road-Pedestrian Improvements to Sprinter-Transit Station	Infrastructure	\$1,249,000.00	\$1,249,000.00	0	0	6	6	8	4	8	0	0	2	1	2	4	0	4	0	0	45	23
A20	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure	\$499,000.00	\$499,000.00	0	0	2	0	6	7	10	0	0	2	2	6	8	0	4	0	0	47	22
A21	Rock Springs Road SRTS Sidewalks and Bike Lanes	Infrastructure	\$1,717,000.00	\$1,717,000.00	0	5	8	6	6	8	18	0	0	2	9	2	5	0	4	0	10	83	19
A22	Woodland Park Middle School Safe Routes to School Improvements	Infrastructure	\$1,400,000.00	\$1,232,000.00	0	8	8	0	10	15	15	2	3	3	4	10	7	4	4	0	0	93	16
A23	Barham Drive and Woodland Parkway Urban Trail Improvement Project	Infrastructure	\$5,142,000.00	\$2,000,000.00	6	8	3	12	10	11	14	2	2	3	4	10	6	10	5	0	0	106	11
A24	San Pasqual Community Walking and Bicycle Path Project	Infrastructure	\$5,177,000.00	\$5,177,000.00	0	8	8	4	12	10	18	0	2	3	2	2	1	0	2	0	10	82	20

Green Boxes indicate objective scores provided by SANDAG Contracts and Procurement staff.
Blue Boxes indicate objective scores provided by SANDAG Technical Services Department staff.

**Regional ATP Cycle 3 Project Rankings
Evaluator 5 Detailed Scores**

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1	2	3	4	5	6	7	8	9	10	Final Score	Rank
A1	Chula Vista Rides to School!	EEA	\$202,000.00	\$202,000.00	20	12	6	6	15	7	NA	20	0	10	96	19
A6	Cajon Valley Union School District SRTS Plan (Phase 2)	EEA	\$500,000.00	\$500,000.00	20	15	15	11	11	8	NA	10	0	12	102	16

SANDAG ID No.	Project Name	Type	Total Project Cost	Grant Request	1A	1B	1C	1D	2A	2B	2C	2D	3A	3B	4	5	6	7	8	9	10	Final Score	Rank
A2	Carlsbad Blvd and Cannon Rd Bicycle and Pedestrian Improvements, Carlsbad	Infrastructure	\$7,576,000.00	\$2,526,000.00	6	5	5	4	10	9	16	4	2	2	6	14	3	10	6	0	3	105	13
A3	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements, Carlsbad	Infrastructure	\$9,095,000.00	\$3,693,000.00	8	6	6	12	10	13	16	7	3	3	9	18	2	9	8	0	8	138	1
A4	Class 2 Bike Lanes on Broadway in Chula Vista, CA	Infrastructure	\$1,466,000.00	\$1,246,000.00	6	6	0	6	10	10	13	4	0	3	14	20	9	6	6	0	10	123	6
A5	Chase Avenue Elementary School Safe Routes to School Improvements	Infrastructure	\$489,000.00	\$489,000.00	0	3	5	4	8	5	12	3	2	3	4	14	10	0	2	-5	10	80	23
A7	Santa Fe Drive Corridor Bike and Pedestrian Improvements	Infrastructure	\$1,142,000.00	\$996,000.00	6	7	6	4	8	8	13	4	2	2	7	14	9	5	6	0	3	104	14
A8	North Coast Highway 101 Streetscape, Segment B	Infrastructure	\$9,038,000.00	\$5,603,000.00	8	7	6	10	10	8	13	3	2	2	10	12	1	8	8	0	3	111	11
A9	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	Infrastructure	\$1,386,000.00	\$1,336,000.00	0	5	7	12	10	11	14	3	2	3	11	14	8	4	8	0	10	122	7
A10	Escondido Creek Trail Bike Path Improvements Project	Infrastructure	\$1,632,000.00	\$1,632,000.00	6	7	6	8	8	8	13	4	2	2	15	16	6	0	8	0	8	117	9
A11	Imperial Beach Boulevard Improvement Project and Safe Routes to Schools	Infrastructure	\$3,533,000.00	\$2,570,000.00	0	7	5	4	10	12	14	5	3	3	11	12	4	8	6	0	8	112	10
A12	National City Safe Routes to School Pedestrian Enhancements	Infrastructure	\$2,028,000.00	\$1,678,000.00	0	0	7	6	12	9	17	5	2	3	14	16	6	7	6	0	9	119	8
A13	El Toyon - Las Palmas Regional Bicycle Boulevard	Infrastructure	\$1,919,000.00	\$1,544,000.00	8	7	5	10	8	13	15	4	3	3	13	14	8	7	6	0	6	130	2
A14	Euclid Avenue Bicycle and Pedestrian Enhancements	Infrastructure	\$3,960,000.00	\$3,335,000.00	8	6	5	10	10	11	15	6	3	3	12	14	3	6	6	0	7	125	4
A15	Inland Rail Trail-City of Vista Segment	Infrastructure	\$11,083,000.00	\$5,603,000.00	8	8	6	12	12	14	17	5	3	3	4	12	2	9	8	0	7	130	2
A17	Woodside Avenue Sidewalks and Bike Lanes	Infrastructure	\$7,724,000.00	\$6,724,000.00	0	6	7	4	10	9	16	4	2	2	7	16	0	5	8	0	10	106	12
A18	Allen School Road SRTS Pedestrian and Bicycle Improvement Project	Infrastructure	\$2,055,000.00	\$2,055,000.00	0	5	5	2	8	9	16	3	3	2	1	18	4	0	10	0	3	89	21
A19	Buena Creek Road-Pedestrian Improvements to Sprinter-Transit Station	Infrastructure	\$1,249,000.00	\$1,249,000.00	0	3	7	6	8	12	14	4	2	2	1	16	7	0	8	0	3	93	20
A20	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure	\$499,000.00	\$499,000.00	0	5	5	0	8	15	12	2	1	1	2	16	10	0	6	0	3	86	22
A21	Rock Springs Road SRTS Sidewalks and Bike Lanes	Infrastructure	\$1,717,000.00	\$1,717,000.00	0	5	6	6	8	14	14	3	2	2	9	14	5	0	6	0	9	103	15
A22	Woodland Park Middle School Safe Routes to School Improvements	Infrastructure	\$1,400,000.00	\$1,232,000.00	0	6	7	0	8	14	16	3	3	3	4	14	7	4	8	0	3	100	17
A23	Barham Drive and Woodland Parkway Urban Trail Improvement Project	Infrastructure	\$5,142,000.00	\$2,000,000.00	6	7	7	12	8	13	17	5	3	3	4	14	5	10	8	0	3	125	4
A24	San Pasqual Community Walking and Bicycle Path Project	Infrastructure	\$5,177,000.00	\$5,177,000.00	0	8	8	4	6	11	17	5	2	3	2	16	1	0	8	0	8	99	18

Green Boxes indicate objective scores provided by SANDAG Contracts and Procurement staff.
Blue Boxes indicate objective scores provided by SANDAG Technical Services Department staff.



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RESOLUTION NO. 2017-13

APPROVING THE PROPOSED LIST OF REGIONAL ACTIVE TRANSPORTATION PROGRAM PROJECTS AND FUNDING RECOMMENDATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program under Senate Bill 99, Chapter 359, and Assembly Bill 101, Chapter 354; and

WHEREAS, the California Transportation Commission (CTC) has statutory authority for the administration of this grant program and established necessary procedures; and

WHEREAS, the CTC has required in its ATP Program Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a competitive selection process for the distribution of ATP funds in the San Diego region; and

WHEREAS, the SANDAG competitive selection process has resulted in a list of projects that are deemed to meet the requirements of the ATP Program Guidelines; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed ranked list of Regional ATP projects and funding recommendations to the California Transportation Commission; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors:

1. Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and
2. Attests the projects recommended for ATP funding per the San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and
3. Approves the proposed ranked list of ATP projects and funding recommendations to the CTC; and
4. Recommends the Contingency List of projects be used to reallocate ATP funds in the event a project initially recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC.

PASSED AND ADOPTED this 16th of December, 2016.

CHAIR

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.



**BOARD OF DIRECTORS
DECEMBER 16, 2016**

ACTION REQUESTED – INFORMATION

***TransNet* PROGRAM AND REVENUE
FORECAST UPDATE**

File Number 1500100

Introduction

At its November 18, 2016, meeting, the Board of Directors discussed the latest developments in the financial markets, the economy, and sales tax revenues and capacity to complete all projects included in the *TransNet* Extension Ordinance. The Board inquired as to how SANDAG would move forward with implementing capital projects included in the *TransNet* Extension following the defeat of Measure A on November 8, 2016. This report provides an update on the *TransNet* Major Corridors Program, which includes the major highway, rail, and transit capital project improvements listed in the *TransNet* Extension Ordinance, and a subset of the *TransNet* program called the Early Action Program (EAP).

This report outlines what projects have been completed to date, what projects remain to be completed between now and when the *TransNet* Extension program expires in 2048, the estimated cost to complete those projects, and the *TransNet* revenue expected to be available over the life of the program.

As part of this analysis, two significant adjustments have been made to the financial outlook for completing the *TransNet* Major Corridors program. The estimated costs of the projects have been updated using the latest information. The more current cost estimates are derived from figures included in San Diego Forward: The Regional Plan (Regional Plan), adopted by the Board in 2015. Previous cost estimates were derived from estimates developed as part of the *TransNet* Extension approved by voters in 2004. In addition to the updated costs, expected revenue has been revised after a review of the *TransNet* revenue forecasting methodology. Staff has conducted a new revenue forecast. It is independent of the agency's current forecasting model and uses nationally recognized sources of data.

As a result of these updates, the total amount of revenue needed to complete the Major Corridors Program is estimated to be about \$27.8 billion (in year of expenditure dollars), including debt service. To date, approximately \$10.3 billion in revenue has been identified: \$6.3 billion is anticipated to come from *TransNet*, and \$4 billion from existing grants, debt financing proceeds, and state and federal formula revenue streams anticipated and programmed in the Regional Transportation Improvement Program (RTIP). Moving forward, \$17.5 billion in new funds will have to be identified to complete the Program. These new funds could include future state and federal formula funds; and funds from new state, federal, and other initiatives. What this means is that going forward SANDAG would need to maintain an approximate 3:1 ratio; for every *TransNet* dollar

raised, approximately three dollars in outside funds would have to be identified as matching funds to complete the remaining projects. This kind of leverage ratio is in the realm of what the agency has achieved in the past 30 years. With the original *TransNet* and the *TransNet* Extension to date, SANDAG has leveraged three dollars in outside funds for every dollar raised from *TransNet*.

In the months to come, staff will further refine the revenue forecast and cost estimates to provide a clear picture of the funding needed to complete all projects, as well as potential strategies to identify these funds, as part of the *TransNet* Plan of Finance.

This update is a preliminary step in a multi-step process to update the *TransNet* Plan of Finance, which is anticipated to be brought to the Board in early 2017 for review and approval. The Plan of Finance update approach will include sensitivity analyses in the estimates of the potential costs and revenues needed to complete the program, with the range of results reflecting the uncertainty associated with long-term, large capital programs, and fluctuating revenue streams. For example, the analysis could include what would happen if *TransNet* revenues were to drop or if capital costs were to rise by certain percentages.

Background

TransNet Major Corridors Program and Early Action Program

In 2005, the SANDAG Board of Directors created the *TransNet* EAP. The *TransNet* EAP identified projects within the *TransNet* Major Corridors Program to advance for early delivery based upon Board direction.

When the Board began implementing the *TransNet* Major Corridors Program, it also established a financial strategy for implementing the *TransNet* EAP. As part of this effort, on at least an annual basis, the Board considers major policy issues, including whether to issue sales tax bonds to accelerate project completion and maximize construction cost savings, program funds for projects that are ready for construction, and start environmental and design work to remain competitive for future funding opportunities as they arise. Also considered are risk factors, including significant cost increases, sales tax revenues falling below projection, and state and federal fund match rates.

Eight years into the *TransNet* Extension Ordinance (2008-2048) – with about 20 percent of the 40-year measure having elapsed – the EAP has completed or started construction on approximately 40 percent of the projects listed in the ballot measure.

Completed projects include the Interstate 15 Managed Lanes, the State Route 52 Extension in Santee, Interstate 805 North carpool lanes and Direct Access Ramps at Carroll Canyon Road, Mid-City *Rapid*, Downtown *Rapid* Stations, and Trolley Renewal. Projects underway include: State Route 76 re-alignment and lane additions, Mid-Coast Trolley Extension, I-5/Genesee Avenue Interchange, double tracking and bridge replacements along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) coastal rail corridor, Phase 1 of the North Coast Corridor Program, the South Bay *Rapid*, and regional bikeway program projects, such as the Bayshore Bikeway and Inland Rail Trail. Additionally, as part of the Environmental Mitigation Program and in support of EAP project mitigation and completion, 39 parcels of open space totaling approximately 8,600 acres have been acquired with a total value of about \$157 million, in part by leveraging \$27 million from

conservation partners. More than 200 acres currently are under restoration. All of these efforts help to provide additional transportation choices for residents in the region.

During the first eight years of the *TransNet* Extension measure, the Board has delivered a large number of projects in a prudent and cost effective manner by taking advantage of historically low interest rates; sustained low construction costs resulting from the effects of the Great Recession; and one-time injections of funds, including Proposition 1B approved by the voters in 2006, the American Recovery and Reinvestment Act of 2009, and annual opportunities through TIGER and other discretionary programs. Attachment 1 outlines the current status of Major Corridors Program projects.

Projects Remaining in the Major Corridors Program

In the near term, as construction begins in several major corridors including the Mid-Coast Trolley and the initial phase of the North Coast Corridor, the size of the SANDAG capital program is anticipated to grow. Funds already programmed in the RTIP, including anticipated state and federal formula funds, remaining allocations from the Mid-Coast Full Funding Grant Agreement, and planned debt financing through the TIFIA program, will cause the size of the capital program to grow over the next four years from an average of about \$400 million annually over the past few years to approximately \$570 million annually. Projects with environmental clearances already approved, including additional rail double tracking and High Occupancy Vehicle lane phases of the North Coast Corridor and the missing connector at the State Route 94/State Route 125 interchange, could take advantage of potential new funds, including state legislation recently introduced (Senate Bill 1 [Beall] and Assembly Bill 1 [Frazier]).

Looking further ahead, staff will continue to search for opportunities to leverage existing sales tax and formula funds to position projects for competitive funding opportunities. This could include potential opportunities at the federal level from a new administration and a renewed focus on infrastructure investment.

Over the next four to five years (after completion of the Mid-Coast Project and the initial phase of the North Coast Corridor), the *TransNet* Major Corridors Program will be transitioning to a pay-as-you-go approach from the EAP format of advancing future sales tax funds through issuance of bonds. This strategy means the agency will save up money for projects, rather than borrow money against future *TransNet* revenue to deliver projects.

Estimated Costs of the Remaining Projects in the Major Corridors Program

The capital cost to complete the remaining projects in the *TransNet* Major Corridors Program is estimated to be approximately \$22.6 billion (in year of expenditure dollars). The total comes to \$27.8 billion when debt service is included.

The latest capital cost estimate represents an increase of approximately \$8.4 billion from the last cost estimate for completing the program. Previous estimates were taken from calculations made when the *TransNet* Extension Ordinance was developed in the early 2000s. The current estimates are derived from estimates included in the Regional Plan, adopted by the Board in 2015. The estimates in the Regional Plan are updated every four years and include the cost of delivering the original project envisioned in the Ordinance, as well as potential additional costs – such as added

project elements (auxiliary lanes or wider local interchange bridges, etc.), ancillary elements near the project (improvements to local intersections near freeway interchanges that would help make operations more efficient, etc.), or new technology (the latest Intelligent Transportation Systems, etc.).

Because the Regional Plan includes broader improvements – infrastructure enhancements that are above and beyond what is included in the *TransNet* Extension Ordinance – the *TransNet* Major Corridors Program cost estimates included in this report are set at approximately 90 percent of the cost estimates outlined in the Regional Plan. The 10 percent that was excluded is an attempt to factor out the cost of some of those potential improvements that may not be needed to complete the specific projects as described in the *TransNet* Extension Ordinance.

As time goes by, these cost estimates and appropriate scope will continue to be assessed and updated, particularly when the feasibility and environmental studies are initiated for various projects, and more generally when the long-range transportation plan is updated every four years.

In addition to the capital cost of the projects outlined above, there is about \$5.2 billion in debt service payments associated with EAP bonds issued in the past eight years, and anticipated over the next five years, for a total program cost of \$27.8 billion.

Revenue Expected to be Available to Complete the Major Corridors Program

The revised sales tax revenue forecast prepared for this report indicates that SANDAG will receive approximately \$17.3 billion (in year of expenditure dollars) between now and 2048. Of this amount, the Ordinance sets aside 38 percent of net revenues, or approximately \$6.3 billion, to support the Major Corridors Program.

In addition to those *TransNet* funds, approximately \$21.5 billion in other funds (federal, state, bonds, grants, etc.) for the Major Corridors Program would be needed between now and 2048 to complete all projects. Of this amount, \$4 billion are anticipated or programmed state and federal formula funds, grants such as the Mid-Coast Full Funding Grant Agreement, state Cap-and-Trade Funds, and debt financing proceeds such as those from a TIFIA loan.

An additional \$17.5 billion would be needed to complete the Major Corridors Program. These funds could include allocations from long-standing state and federal formula programs such as Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality (CMAQ), or State Transportation Improvement Program (STIP); funds from new state and federal legislation similar to the state's Traffic Congestion Relief Program in the early 2000s or the federal American Recovery and Reinvestment Act in 2009; and funds from state or local voter-approved initiatives, similar to Proposition 1B in 2006.

The agency will continue its long-standing strategy of using local *TransNet* dollars to secure outside matching funds. In order to raise the \$17.5 billion needed, it is estimated that for every *TransNet* dollar raised, approximately three dollars in outside funds would have to be secured.

This is comparable to what the region has experienced on completed projects since 1988 when *TransNet* began. (Table 1 below shows a summary of these figures). Attachment 2 includes a memo from Public Financial Management (PFM), SANDAG's financial advisor, and provides additional details about revenues, costs, and the status of the *TransNet* Major Corridors Program.

Table 1
Summary of Costs and Revenues Needed to Complete Remaining *TransNet* Projects

Description	Amount (Year of Expenditure \$billions)
COSTS	
Capital Costs for Remaining Projects (2017-2048)	\$22.6
Anticipated Debt Service	\$5.2
Total	\$27.8
REVENUES	
<i>TransNet</i> Funds for Major Corridors Program (2017-2048)	\$6.3
Programmed Grants, and State and Federal Formula Funds, Anticipated Debt Financing Proceeds (e.g., TIFIA loan)	\$4.0
Additional Revenues <ul style="list-style-type: none"> - Anticipated funds from long-standing sources such as RSTP, CMAQ, STIP - Funds from future legislation similar to the American Recovery and Reinvestment Act in 2009 and initiatives, such as the statewide Proposition 1B in 2006 	\$17.5
Total Revenues	\$27.8

Sales Tax Revenue Forecasting

Historically, SANDAG has used certain economic inputs derived from its Demographics and Economic Forecasting Model (DEFM) for its *TransNet* revenue forecast for the Plan of Finance. Because the DEFM revenue forecasting methodology currently is under review by staff and is going to be updated (as part of the FY 2017 budgeted work effort), a new forecasting methodology independent of DEFM has been developed for the revenue forecast included in this report.

This forecast is based on nationally recognized sources of data, including IHS Global Insight, Moody's, and Woods & Poole.

The short-term (or first two years through FY 2018) of this forecast uses the California State Board of Equalization sales tax revenue allocation formula, as well as quarterly factors such as year-to-date sales tax collections, expected job growth, new unemployment claims, and the financial condition of consumers.

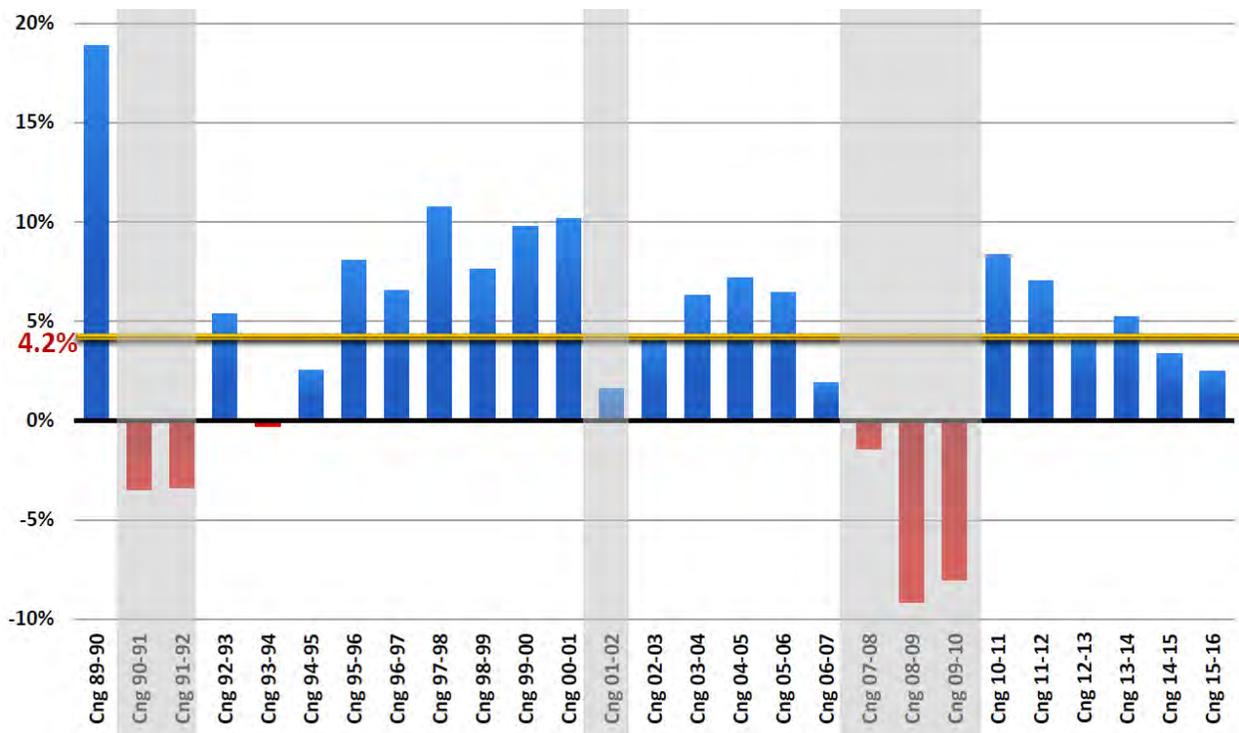
Beyond FY 2018, this forecast of *TransNet* revenues is based on the growth rate in taxable retail sales. The growth rate included here was arrived at using three variables: 1) the population

forecasts from the SANDAG DEFM; 2) a consensus of independent national forecasts of real rates of growth in per capita retail sales; and 3) nationally projected inflation rates. These variables are used to calibrate the forecast and produce the long-term estimates.

To mitigate against the risk of overestimating revenues, the revenue forecast presented in this report is based on an average of the retail sales growth rates reflected in the three aforementioned national data sources.

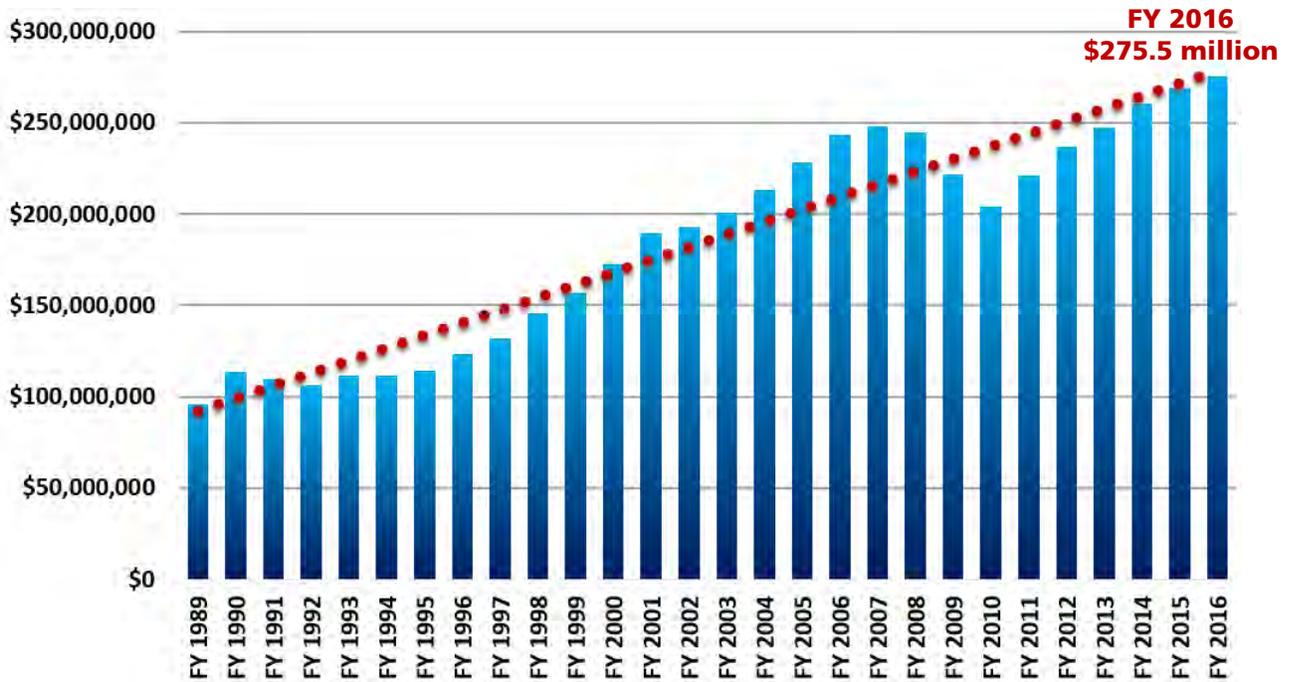
It is extremely challenging to forecast *TransNet* revenues over long periods of time as taxable retail sales are by nature volatile and are correlated with economic cycles. Since 1990 the region has experienced tax collection changes in rate of collection between -9.2 percent and +18.8 percent, with an average growth rate of 4.3 percent per year. Overall, *TransNet* revenues fell 17.6 percent during FY 2007 – FY 2010. Graph 1 shows the percent change in revenue for the period FY 1989 through FY 2016.

Graph 1
Change in *TransNet* Revenue Collection (FY 1989 - FY 2016)



TransNet revenues have now experienced six years of revenue growth, increasing 35 percent from \$204.1 million in FY 2010 to an all-time high of \$275.5 million in FY 2016. This represents an average growth rate of 5.1 percent per year. Graph 2 shows the amount of revenue collected annually from FY 1989 through FY 2016.

Graph 2
TransNet Revenue Collection (FY 1989 - FY 2016)



As a matter of standard practice, SANDAG staff looks at the current economic conditions and calibrates the forecast. A number of changes have occurred in the economy that have caused the region to experience slower than anticipated growth during FY 2017.

Some of these factors include:

- Slower than expected economic growth at the national and regional levels.
- Continued lower than expected inflation rates temper increases in retail prices. This in turn moderates the increase in retail sales tax collections.
- Revenue collected from gasoline sales between April through May 2015 and April through May 2016 fell by 15.5 percent.
- Increased proportion of retail sales moving to the internet.
- Continued strengthening of the U.S. dollar compared to the Mexican peso.

For the purposes of the *TransNet* Plan of Finance, SANDAG is estimating that *TransNet* sales tax collection in FY 2017 will amount to \$282 million, an increase of 2.6 percent over the FY 2016 revenue collection amount of \$275.5 million.

It is important to note that revenue is only one part of the equation when it comes to delivering *TransNet* projects. The other part of the equation is costs. During an up economic cycle, as is the case currently, construction costs also tend to go up, offsetting revenue gains. During a down economic cycle, construction costs tend to go down, off-setting the effect of lower revenue

collection. In other words, the agency gains purchasing power during a recession, even though it has less revenue.

After the Great Recession, the Caltrans Construction Cost Index, for example, dropped by about 26 percent between 2006 and 2010, and stayed low for the subsequent three years. Although *TransNet* revenue collections also dropped during this period, the revenue decline was less than the decline in construction costs. This, coupled with a significant infusion of outside dollars (Proposition 1B and federal stimulus), enabled the agency to get a number of projects done.

Next Steps

The annual *TransNet* Plan of Finance update is scheduled for presentation to the Independent Taxpayer Oversight Committee, Transportation Committee, and Board of Directors early next calendar year. The next *TransNet* revenue estimates report is scheduled for presentation in February 2017. The next update on the Regional Growth Forecast methodology would be presented for Board consideration in mid-2017.

GARY L. GALLEGOS
Executive Director

Attachments: 1. *TransNet* Extension Major Corridor Improvement Program Project Status Table as of FY 2017
2. PFM Memorandum Dated December 13, 2016

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TransNet Extension Major Corridor Improvement Program Project Status Table as of FY 2017

Ordinance Project No.	Route/Facility	From	To	Existing	Improvement	Completed/Under Construction	In Development	Future Project
1	I-15	SR 163	SR 56	8F	8F+4ML/MB	✓		
2	I-15	Centre City Parkway	SR 78	8F	8F+4ML	✓		
3	I-15	SR 94	SR 163	6F/8F	8F+2HOV			✓
4	HOV 2 HOV	I-15	SR 78	--	East to South, North to West		✓ Project Study Report Complete	
5	HOV 2 HOV	I-15	SR 94	--	South to West, East to North		✓ Alternatives Analysis and DED in Progress	
6	SR 94	I-5	I-15	8F	8F+2HOV		✓ Alternatives Analysis and DED in Progress	
7	Rapid 235	Escondido Transit Center	Downtown San Diego	--	Rapid service from Escondido to Downtown San Diego	✓		
8	Rapid 237	Rancho Bernardo	UC San Diego	--	Rapid service from Rancho Bernardo area to UC San Diego area via Mira Mesa	✓		
9*	I-805	SR 905	SR 54	8F	8F+2HOV	✓ 2HOV from Palomar Street to SR 54 Complete		✓ 2HOV, Palomar Street to SR 905

Ordinance Project No.	Route/Facility	From	To	Existing	Improvement	Completed/Under Construction	In Development	Future Project
10	I-805	SR 54	I-8	8F	8F+4ML	✓ 2HOV from SR 54 to SR 94 Complete		✓ 2ML, SR 54 to SR 94 4ML, SR 94 to I-8
11	I-805	Mission Valley Viaduct		8F	8F+4ML			✓
12	I-805	I-8	I-5	8F	8F+4ML	✓ 2HOV from SR 52 to I-5 Complete		✓ 2ML, SR 52 to I-5 4ML, I-8 to SR 52
13	I-805/SR 54 Interchange improvements				East to South	✓		
14	South Bay <i>Rapid</i>	Otay Mesa	Downtown San Diego	--	<i>Rapid</i> service from Otay Mesa to Downtown, using I-805/SR 94 HOV/managed lane facilities, including new stations and direct access ramps	✓		
15	SR 94	I-805	I-15	8F	8F+2HOV		✓ Alternatives Analysis and DED in Progress	
16	<i>Rapid</i> 680 via I-805/I-15/SR 52	San Ysidro	Sorrento Mesa	--	Builds one new station; uses DARs and stations built by routes <i>Rapid</i> 235 and South Bay <i>Rapid</i>			✓

Ordinance Project No.	Route/Facility	From	To	Existing	Improvement	Completed/Under Construction	In Development	Future Project
17	SR 52	I-15	I-805	6F	6F+2HOV			✓
18	HOV 2 HOV	I-805	SR 52	--	West to North, South to East			✓
19	I-5	SR 905	SR 54	8F	8F+2HOV			✓
20	I-5	SR 54	I-8	8F	8F+2HOV			✓
21	I-5	I-8	I-805	8F	8F+2HOV (including environmental and preliminary engineering for I-5/I-8 interchange improvements)	✓ I-5/I-8 IC improvements Complete; I-5/Genesee IC Under Construction; I-5/Gilman Drive Bridge Under Construction	✓ I-5/Voigt IC In Design	✓ 2 HOVs, I-8 to I-805
22	Blue Line Trolley Improvements				Conversion to low-floor vehicles, enhanced stations, signal upgrades, extended platforms, grade separations in Chula Vista	✓ Conversion to low-floor vehicles, enhanced stations, signal upgrades, platforms extensions Complete		✓ Grade Separations
23	Mid-Coast	Old Town	UC San Diego/UTC	--	Extension of light rail transit from Old Town Transit Center to UTC via I-5 and UC San Diego	✓		

Ordinance Project No.	Route/Facility	From	To	Existing	Improvement	Completed/Under Construction	In Development	Future Project
24	SuperLoop	UTC	UC San Diego	--	Signal priority, queue jumper lanes, other arterial improvements, vehicles, stations	✓		
25	I-5/I-805	Merge		16F	16F+4ML			✓
26	I-5	SR 56	Leucadia Boulevard	8F	8F+4ML	✓ 2HOV from SR 56 to Manchester Avenue Complete	✓ 2HOV Manchester Avenue to Leucadia Boulevard In Design	✓ 2ML, SR 56 to Leucadia Boulevard
27	I-5	Leucadia Boulevard	Vandegrift Boulevard	8F	8F+4ML	✓ San Elijo Lagoon Bridge Under Construction	✓ 2HOV from Leucadia Blvd to SR 78 In Design	✓ 2ML, Leucadia to SR 78 4ML, SR 78 to Vandegrift Boulevard
28	HOV 2 HOV	I-5	I-805	--	North to North, South to South			✓
29	FWY 2 FWY	I-5	SR 56	--	West to North, South to East		✓ FED Complete	
30	FWY 2 FWY	I-5	SR 78	--	West to South, South to East		✓ Technical Studies in Progress	

Ordinance Project No.	Route/Facility	From	To	Existing	Improvement	Completed/Under Construction	In Development	Future Project
31	COASTER/ <i>Rapid</i>	Improvements		--	Corridor transit improvements that would include some combination of projects from the following: COASTER: vehicles, station improvements including parking, double tracking and other improvements, Del Mar tunnel; and <i>Rapid</i> (El Camino Real/I-5): vehicles, stations, signal priority and other arterial improvements along El Camino Real, DARs on I-5 south from Encinitas	✓ 67% double tracked	✓ Various locations in design	
32	SR 52	I-15	SR 125	4F	6F+2ML (Reversible)	✓ 3rd lane added from I-15 to Mast Boulevard		✓ 2ML, I-15 to SR 125
33	SR 52	SR 125	SR 67	--	4F	✓		
34	SR 94/SR 125 Interchange				West to North, South to East		✓ FED for South to East Connector Complete	✓ West to North Connector

Ordinance Project No.	Route/Facility	From	To	Existing	Improvement	Completed/Under Construction	In Development	Future Project
35	SR 94	SR 125	Steele Canyon	4F/4C-2C	Widen to six-lane freeway from SR 125 to Avocado Boulevard and provide four-lane conventional highway from Avocado Boulevard to Steele Canyon			✓
36	SR 94/SR 125	I-805	I-8	8F	8F+2HOV			✓
37	Orange Line Trolley Improvements			--	Conversion to low-floor vehicles, enhanced stations, signal upgrades, extended platforms	✓		
38	SR 54/SR 125	I-805	SR 94	4F+2/6F	Widen to provide a continuous 6F+2HOV Facility			✓
39	SR 67	Mapleview Street	Dye Road	2C	4C - to be constructed with environmental enhancements			✓
40	I-8	Second Street	Los Coches	4F	6F			✓
41	SR 78	I-5	I-15	6F	6F+2HOV	✓ SR 78/ Nordahl Road IC Improvement Complete	✓ Project Study Report Complete	

Ordinance Project No.	Route/Facility	From	To	Existing	Improvement	Completed/Under Construction	In Development	Future Project
42	SPRINTER/ <i>Rapid</i>	Improvements		--	Corridor transit improvements that would include some combination of projects from the following: SPRINTER - double tracking, North County Fair extension, some grade separations; and <i>Rapid</i> (Palomar Airport Road) - vehicles, signal priority and other arterial improvements; builds 18 stations	✓ SPRINTER Complete		✓ Double-tracking, North County Fair Extension
43	SR 76	Melrose Drive	I-15	2C	4C - Mission Road to I-15 segment to be constructed with environmental enhancements	✓		
44	SR 56	I-5	I-15	4F	6F			✓
45	Mid-City <i>Rapid</i> 215	SDSU	Downtown San Diego	--	<i>Rapid</i> 215 Service from SDSU to Downtown San Diego, including signal priority, queue jumper lanes and stations	✓		
46	SR 75/SR 282	Glorietta Boulevard	Alameda Boulevard	--	Tunnel Construction Match Only			✓
47	Border Access Improvements	Miscellaneous improvements to enhance access in the border area		--	Construction Match	✓		
48**	SR 125	SR 905	SR 54	--	4-lane toll road from SR 905 to SR 54	✓		

Ordinance Project No.	Route/Facility	From	To	Existing	Improvement	Completed/Under Construction	In Development	Future Project
TOTAL						19		
TOTAL						40%	60%	
LEGEND								
C - Conventional Highway Lane DAR - Direct Access Ramp DED – Draft Environmental Document F - General Purpose Freeway Lane FED – Final Environmental Document FWY - Freeway HOV - High Occupancy Vehicle Lane I - Interstate Highway			IC - Interchange ML - Managed Lane SDSU – San Diego State University SR - State Route UC San Diego – University of California, San Diego UTC – Westfield University Towne Centre Projects in development means project development work, including technical studies, project study reports, environmental document or design has begun or been implemented					
NOTES								
* Regional Transportation Commission Ordinance CO-12-01 removed two reversible HOV lane improvements on I-805 from SR 54 to SR 905 ** Regional Transportation Commission Ordinance CO-12-01 added Project No. 48								

December 13, 2016

MEMORANDUM

To: SANDAG Board of Directors
From: *Public Financial Management, Inc.*
Re: *TransNet* Program Update

INTRODUCTION

Public Financial Management (“PFM”) has worked with SANDAG staff on this *TransNet* Program Update in an effort to optimize SANDAG’s funding and financing strategy to best deliver the *TransNet* capital program through 2048 under revised revenue forecasts and cost estimates.

There are two salient points of change to this *TransNet* Program Update that are worth specific mention. First, SANDAG staff has taken a fresh look at the sales tax revenue forecast and has revised downward the revenue forecast through 2048. Current year revenues for FY 2017 are estimated to be \$282 million; a 2.6 percent increase over FY 2016 revenues. Thereafter, sales tax revenues are forecast to grow at an average annual growth rate of 3.9% through 2048. As a point of comparison, SANDAG’s sales tax revenue grew at an average annual growth rate of 4.3% between 1990 and 2008, prior to the Great Recession.

Second, staff has estimated that the cost to complete the remaining Major Corridor projects included in the Ordinance is approximately \$22.6 billion (in year of expenditure dollars). This cost estimate represents an increase of approximately \$8.4 billion over the last cost estimate. These project costs increased when they were most recently updated to conform to the latest Regional Transportation Plan (RTP), which includes the latest unit-cost assumptions.

This memorandum provides additional detail behind program capital costs and the financing strategies used to support project delivery.

CAPITAL COST ESTIMATES AND PROGRAM FUNDING NEEDS

This *TransNet* Program Update accounts for total costs for all *TransNet* Extension programs. The Major Corridors program is the most capital intensive program and is a primary focus of SANDAG staff and PFM in evaluating program needs.

The size of SANDAG’s Capital Improvement Program going from FY 2017 through FY 2048 for the Major Corridors program is currently estimated at \$22.6 billion – this is an increase of approximately \$8.4 billion compared to earlier cost estimates. These significant funding needs are both near-term and long-term. In the near-term, over the next five years – with the majority of costs supporting the Mid-Coast Project and the I-5 Corridor – federal, state and local funding have been identified and financing strategies are being developed. Beginning in 2023, the additional \$8.4 billion in project costs begin to be realized. In order to meet these project needs, appropriate federal, state and local funding sources will need to be identified. The actual timing of the additional costs based upon newly identified funding sources. Prior to identifying any new



funding source, no additional financing strategies beyond 2021 are incorporated into this *TransNet* Program Update at this time.

FINANCING STRATEGIES AND CONSIDERATIONS

With near-term funding identified, SANDAG and PFM have evaluated financing strategies through 2021 to support project delivery. The majority of SANDAG's borrowing is supported by the local sales tax revenue. So while there is uncertainty regarding future federal and state funding (as well as a potential new funding source), the feasibility of any new borrowing may be considered within the revised (conservatively downward) forecast of sales tax revenues that are currently in place and being collected.

All strategies that are included in this Program Update are consistent with the San Diego RTC's current Debt Policy (i.e., Policy No. 36). The broad objectives for financing strategies are the following:

- Identify low costs of borrowing
- Increase program flexibility
- Increase borrowing capacity under senior lien sales tax indenture

Three financing strategies, in addition to traditional sales tax revenue bonds, are included in this Program Update. The first strategy is to pursue a loan from the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program. A TIFIA loan is a direct federal loan for eligible transportation projects that carries the benefit of a comparatively low interest rate, flexible repayment terms, and the ability for the loan recipient to lock in an interest rate without drawing on the loan for several years. A TIFIA loan may be paid on a subordinate basis, after SANDAG's sales tax revenue bonds, thereby supporting higher bond debt service coverage, higher bond ratings and lower sales tax bond borrowing rates. A TIFIA loan may be repaid at any time with no penalty or premium.

The *TransNet* Program Update includes a TIFIA loan in the amount of \$570 million to be closed in 2017 and drawn in 2021 to help fund the Mid-Coast Project. TIFIA loans are an increasingly common financing tool used by sales tax supported transportation and transit agencies in the US and have been recently used at Los Angeles County MTA, Seattle Sound Transit, Chicago CTA, Riverside CTC and elsewhere.

SANDAG has submitted its application for a TIFIA loan to fund a portion of the Mid-Coast project and is currently negotiating loan terms with TIFIA.

In addition to the TIFIA loan program, the *TransNet* Program Update also uses Bond Anticipation Notes (BANs) to provide cost effective financing for the Mid-Coast Project. The BAN financing strategy includes three issuances of BANs between 2017 and 2019 totaling approximately \$620 million. The BANs are a short-term financing tool with a three to five year maturity that is repaid by proceeds from the TIFIA loan. The BANs create further program flexibility by cost-effectively delaying the initial draw on and repayment of the TIFIA loan. BANs will be issued in anticipation of draws on the TIFIA loan only if the BANs have a lower interest rate compared to the TIFIA loan (which is expected to be set by February 2017). Currently, BANs carry a very attractive rate below 2.0%; lower than the current cost of a TIFIA loan of approximately 3.1%. These rates are subject to change and the use of BANs will be a decision made based upon market conditions in 2017



through 2019, with each specific issuance brought before SANDAG’s Board for discussion and approval at that time.

The third financing strategy is the use of Grant Anticipation Notes (GANs). The GANs would be supported and repaid by federal grant funds anticipated for the Mid-Coast Project. As such, they reduce the use of sales tax bonds and preserve the strength of the sales tax credit. The issuance of approximately \$230 million in GANs in 2019 and 2020 accelerates use of the federal grant funds expected to be received post-construction, thereby reducing the need for sales tax revenue bonds by a similar amount, and helping to maintain the strength of the sales tax credit. The GAN financing included in the *TransNet* Program Update is a medium-term 8-year note that provides bridge financing for the Mid-Coast Project.

The *TransNet* Program Update anticipates SANDAG issuing approximately \$280 million in senior lien sales tax bonds between FY 2018 and FY 2021. This is a relatively modest amount of additional sales tax bonds, indicating a transition from a debt financed program to more of a pay-as-you-go program.

Additionally, SANDAG is expected to draw upon the existing commercial paper program as a short-term, interim financing strategy to fund construction costs that are expected to be reimbursed with *TransNet* sales tax revenues. This is reflected in the current *TransNet* Program Update with a draw upon commercial paper of \$40 million in FY 2021, which is repaid as *TransNet* revenues become available in FY 2022 and FY 2023.

FINANCING RESULTS

There are two forms of long-term borrowing in the financing strategy above: the federal TIFIA loan and the estimated \$280 million of additional sales tax revenue bonds. Both are directly supported by sales tax revenues (albeit, bonds on the senior lien and TIFIA loan repayment on the third, subordinate lien). Accounting for bonds outstanding in the amount of \$1.78 billion and this future anticipated borrowing, debt service coverage stays above 2.0x in every year. In other words, for every one dollar of debt service, SANDAG is receiving in excess of two dollars of sales tax revenue in that given year. Debt service coverage over 2.0x, which is the minimum requirement under SANDAG’s legal documents, is considered strong by the rating agencies.

CONCLUSION AND UPDATE SUMMARY

SANDAG’s near-term capacity to deliver projects appears to be reasonable with identified funding. With respect to near-term financing strategies, we anticipate closing on the federal TIFIA loan in the next two to three months. Additionally, we recommend preparing for an upcoming BAN issuance in calendar-year 2017 to continue funding Mid-Coast project costs. Each of the near-term financing recommendations will be brought back to ITOC, the Transportation Committee and the Board for further consideration and approval prior execution.

Following the increase in long-term estimated costs, SANDAG will need to identify appropriate federal, state and local funding sources to meet these increased costs. No debt strategies for long-term costs are currently contemplated until new funding is identified.



TransNet Program and Revenue Forecast Review

Board of Directors

December 16, 2016

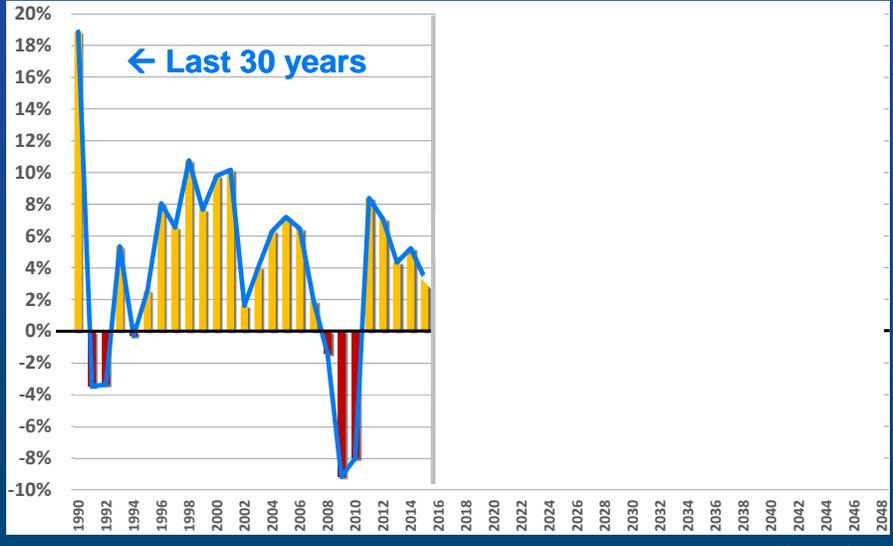


 *TransNet Extension*

Overview

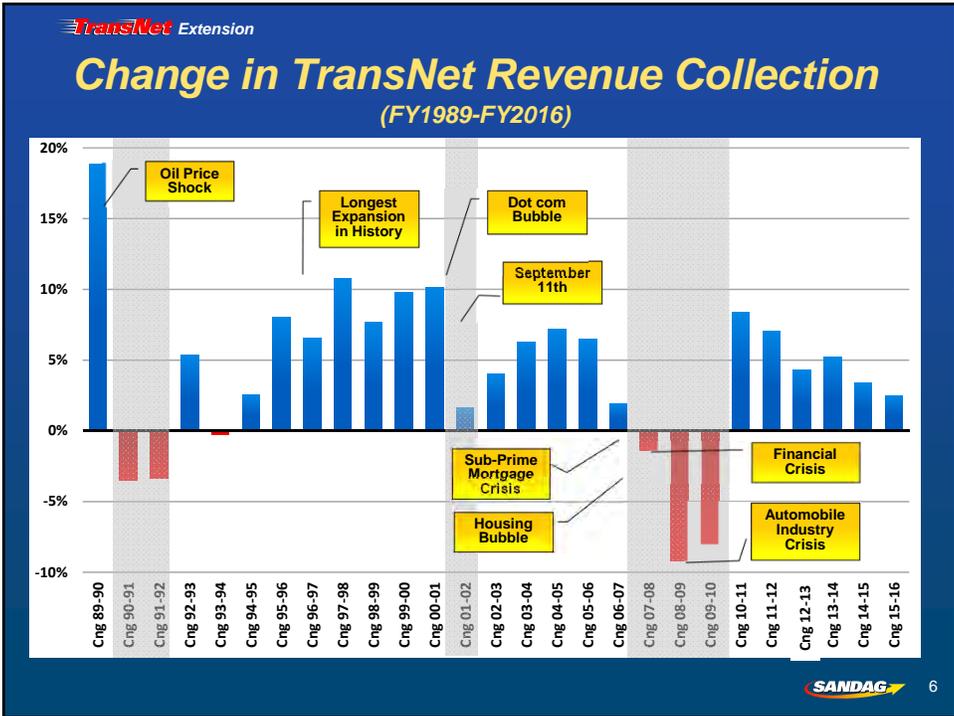
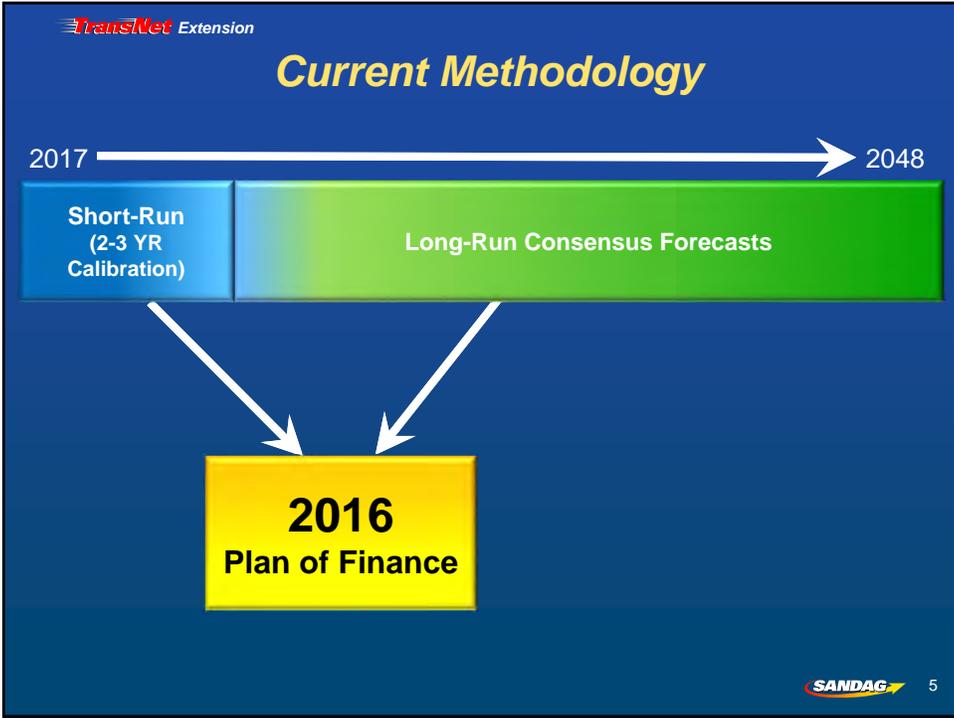
- Revenue and cost forecast
- Major Corridors update
- Funding opportunities
- Next steps

Estimated Growth in TransNet Revenue Collection (1989-2048)

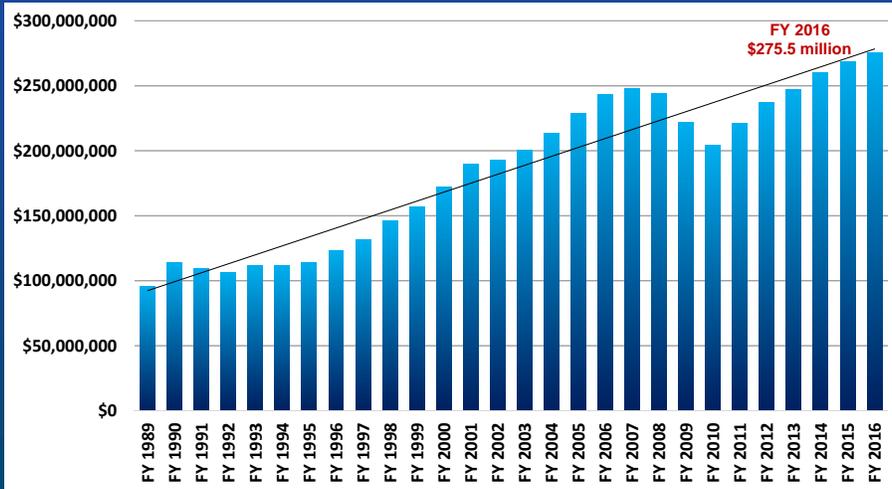


Previous Methodology

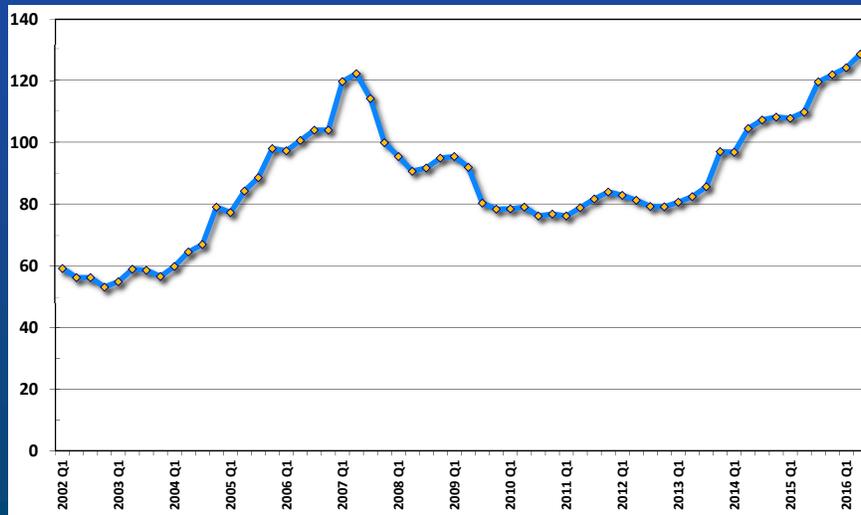




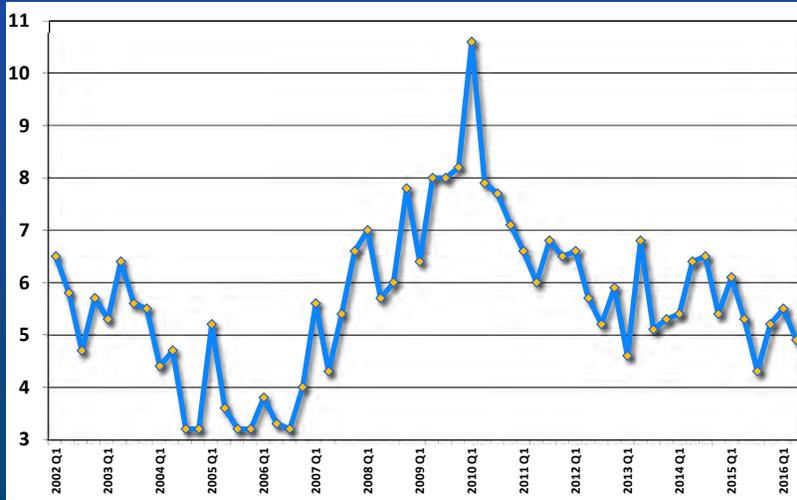
TransNet Revenue Collection (FY 1989-FY 2016)



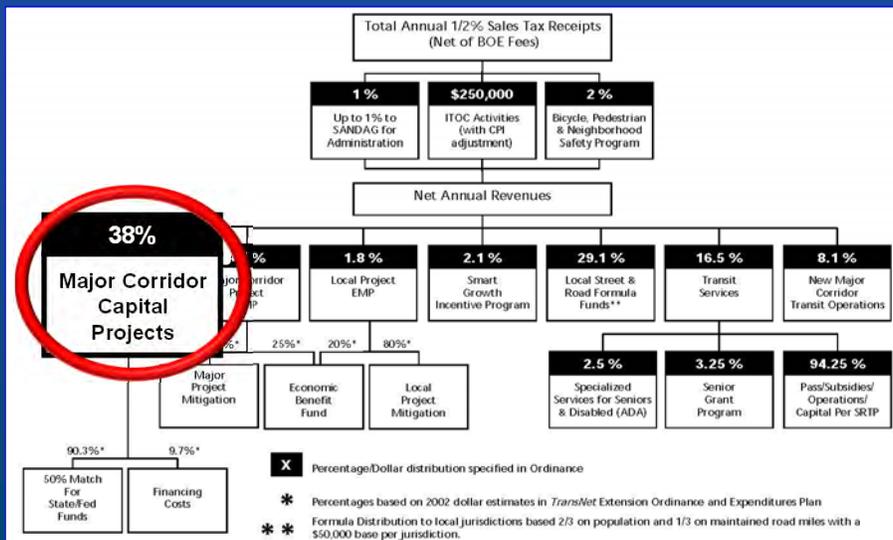
Caltrans Construction Cost Index (Last 12 Months - 2007=100, Fisher Formula)



Average Number of Bidders (Caltrans Projects Over \$5 million)



TransNet Extension – Flow of Funds FY 2008 to FY 2048



Early Action Program Background

- EAP is a subset of the Major Corridors Program
- Prioritizes projects for early delivery
- Advances environmental and design work to remain competitive for future
- Programs funds based on project readiness

Major Corridor Status: 40% Progress in 20% of Time



Major Corridor Projects - Completed

- Interstate 15 Express Lanes (SR 163 to SR 78)
- Interstate 805/SR 54 (E to S) Interchange Improvement
- SR 52 (SR 125 to SR 67)
- *Rapid 235* (Escondido to Downtown San Diego)
- *Rapid 237* (Escondido to Sorrento Mesa)
- *Mid-City Rapid 215* (SDSU to Downtown San Diego)
- *SuperLoop* (UTC to UC San Diego)
- Trolley Renewal (Blue and Orange Lines)
- Border Access Improvements
- I-805 2 HOV from Palomar to SR 94 and from SR 52 to I-5
- Interstate 5 (SR 56 to Manchester Avenue)

Major Corridor Projects - Underway

- SR 76 (Melrose Dr to I-15)
- Mid-Coast Trolley Extension (Old Town to UC San Diego/UTC)
- *South Bay Rapid* (Otay Mesa to Downtown San Diego)
- Coastal Rail Improvements

I-5 HOV Extension & Lomas Santa Fe Interchange Completed 2009



TransNet Extension

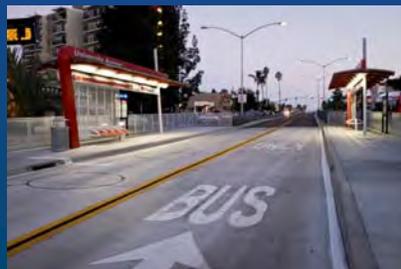
SR 52 Widening Completed 2009, Extension Completed 2011



SANDAG 15

TransNet Extension

Rapid Network - Launched 2014



SANDAG 16

TransNet Extension

SuperLoop - Completed 2009



SANDAG 17

TransNet Extension

SR 905: I-805 to Britannia Boulevard Completed 2012



SANDAG 18

TransNet Extension

I-15 Express Lanes - Completed 2012



SANDAG 19

TransNet Extension

SR 78 / Nordahl Bridge - Completed 2012



SANDAG 20

TransNet Extension

**SR 76 Middle Segment - Completed 2012
SR 76 East Segment - Began Construction 2012**



SANDAG 21

TransNet Extension

**I-805 North HOV Lanes and Carroll Canyon DAR
Completed 2014**



SANDAG 22

Trolley Renewal Completed 2015



SR 11 Segment 1 - Completed 2016



TransNet Extension

I-805 South Express Lanes and East Palomar DAR Completed 2016



SANDAG 25

TransNet Extension

SR 905 / 125 / 11 Northbound Connectors Completed 2016



SANDAG 26

South Bay Expressway – Acquired in 2011



Regional Bike Plan - Early Action Program Began Construction 2013



Under Construction

SR 15 Mid-City Centerline Rapid Transit Stations Began Construction 2015



TransNet Extension

South Bay Rapid - Began Construction 2016



SANDAG 31

TransNet Extension

Coastal Rail (LOSSAN) Projects 67% Double Tracked to Date



SANDAG 32

Mid-Coast Trolley Extension Began Construction 2016



I-5/Genesee Avenue Interchange Began Construction 2015



I-5 North Coast - Two HOV Lanes Began Construction 2016



Major Corridors Program Completion

Description	Amount (YOES Billions)
Total Costs:	
Capital Cost on Remaining Projects	\$22.6
Anticipated Debt Service	\$5.2
Total Costs	\$27.8
Total Revenues:	
TransNet Funds for Major Corridors Program (2017-2048)	\$6.3
Programmed Grants and State/Federal Formula Funds (Anticipated Debt Financing Proceeds (e.g. TIFIA loan)	\$4.0
Additional Revenues - Anticipated long-standing sources (RSTP, CMAQ, STIP) - Funds from future legislation (ARRA) and initiatives (Prop. 1B)	\$17.5
Total Revenues	\$27.8

Historical TransNet Leverage Ratio

- For each *TransNet* dollar, SANDAG has leveraged three dollars in outside funds

3:1 Ratio



Matching Funds Needed Going Forward

- Going forward, SANDAG will need to continue identifying about three dollars in matching funds for each *TransNet* dollar

Total = \$27.8 Billion



Funding Opportunities

- Near Term
 - Federal Infrastructure Program during New Administration
 - AB-1 (Frazier)/SB-1 (Beall)

- Long Term
 - Future Federal Authorizations
 - Road Usage Charges Based on VMT
 - New Local Revenues

Next Steps

- *TransNet* Revenue Estimates (February 2017)
- 2016 *TransNet* Plan of Finance (Early 2017)
- Regional Growth Forecast (Late 2017)