MEETING NOTICE AND AGENDA

TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC)
The ITOC may take action on any item appearing on this agenda.

Wednesday, September 19, 2007
9:30 a.m. to 3:30 p.m.

SANDAG
7th Floor Conference Room
401 B Street, 7th Floor
San Diego, CA 92101

Staff Contact: Kim Kawada
(619) 699-6994
kka@sandag.org

AGENDA HIGHLIGHTS

• UPDATE ON THE SPRINTER RAIL PROJECT
• QUARTERLY REPORT ON THE TransNet EARLY ACTION PROGRAM
• 2007 ITOC ANNUAL REPORT

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
Welcome to SANDAG. Members of the public may speak to the TransNet Independent Taxpayer Oversight Committee (ITOC) members on any item at the time the ITOC is considering the item. Also, members of the public are invited to address the ITOC on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The ITOC may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the ITOC meeting.

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

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
ITEM #

+1. MEETING SUMMARY FOR THE JULY 18, 2007, ITOC MEETING

A summary of the July 18, 2007, ITOC meeting has been prepared for the Committee’s review and approval.

RECOMMENDATION
APPRIOR

Estimate Start Time: 9:30 a.m.

+2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the ITOC on any issue within the jurisdiction of the ITOC. Speakers will be limited to three minutes each. Committee members also may provide information and announcements under this agenda item.

RECOMMENDATION
INFORMATION

Estimated Start Time: 9:35 a.m.

+3. ITOC MEETING SCHEDULE: ALTERNATIVE DATES AND TIMES

The ITOC has been meeting on the third Wednesday of the month starting at 9:30 a.m. A request has been made for consideration of revision to the schedule. The committee should discuss potential options and decide if a change is to be made to the meeting schedule.

RECOMMENDATION
DISCUSSION/POSSIBLE ACTION

Estimated Start Time: 9:40 a.m.

+4. SPRINTER PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT (Jim Linthicum)

This item provides a monthly status report on the SPRINTER rail project, including discussion of implementation and effectiveness of project cost control measures and the SANDAG independent assessment of the project.

RECOMMENDATION
INFORMATION

Estimated Start Time: 9:55 a.m.

+5. QUARTERLY REPORT ON TransNet EARLY ACTION PROGRAM (Richard Chavez)

Staff will provide an overview of the TransNet major corridor projects in terms of cost control and schedule adherence based on data provided through the Dashboard reporting system. Updates and refinements to the Dashboard also will be discussed. This item relates to the required quarterly reporting process specified under Paragraph 10 of the Ordinance. The ITOC is to review the information provided by staff and accept the quarterly report or make additional comments and recommendations.

RECOMMENDATION
INFORMATION

Estimated Start Time: 10:30 a.m.

+6. FINAL DRAFT 2007 ITOC ANNUAL REPORT (Joy De Korte)

Staff distributed an initial draft of an annual report for FY 2007 at the last meeting. Based on comments received since that meeting, a final draft annual report has been developed. If approved, a presentation of the annual report will be scheduled for the SANDAG Board of Directors.

RECOMMENDATION
REVIEW AND COMMENT/APPROVE

Estimated Start Time: 11:30 a.m.
7. FUTURE MEETING SCHEDULE

The dates shown below have been suggested as potential meeting dates. The meetings are proposed to be scheduled from 9:30 a.m. to 3:30 p.m. The next meeting date and time will be confirmed at the end of each meeting. The ITOC may wish to suggest specific agenda topics for the next meeting(s). Potential topics for the next meeting include: ongoing discussions of major corridor projects, continued discussion of the TransNet Plan of Finance update process, and a briefing on the Committee’s responsibilities related to the new $2,000 per dwelling unit private funding requirement. Staff will provide a schedule of potential agenda items for upcoming meetings for the Committee’s review.

Scheduled Future Meeting Dates:

- October 17, 2007
- November 21, 2007
- December 19, 2007 (if needed)

8. ADJOURNMENT

+ next to an agenda item indicates an attachment
MEETING SUMMARY FOR THE JULY 18, 2007
INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC) MEETING

Action Requested: ACCEPT

MEETING SUMMARY FOR THE JULY 18, 2007

File Number 1110200

Attendance-

Committee Members:  Kevin Cummins  John Meyer  Ron Gerow  Jim Ryan  Valerie Harrison

Ex-Officio Members:  Gary Gallegos


The following summarizes the major actions and key discussion points under each agenda item from the July 18, 2007, meeting.

Item 1 – Meeting Summary for the June 20, 2007, ITOC Meeting

The summary of the June 20, 2007, regular ITOC meeting was approved as written. John Meyer mentioned that, as requested at the last meeting, the draft meeting summary had been distributed to members via e-mail in advance of the agenda mailout. Valerie Harrison requested that a running list of future commitments be added as an attachment to the minutes to help the members track when future discussion items will be coming back to the committee. Craig Scott indicated he would put such a list together for the next meeting summary (Attachment 1).

Item 2 – Public Comments/Communications/Member Comments

No public comments were received.
Item 3 - Annual Election of Chair and Vice-Chair

Craig Scott reviewed the ITOC bylaws related to the election of Chair and Vice-Chair each year.

**ACTION:** The ITOC unanimously selected John Meyer to serve as Chair and Hamid Bahadori to serve as Vice-Chair for FY 2008.

John Meyer asked for assistance from other members for potential presentations to the SANDAG Board of Directors and Transportation Committee as may be needed due to his occasional out-of-town commitments. He also outlined potential areas for ITOC involvement in the upcoming year, including further discussion of the performance measurement issue, a detailed briefing on ITOC responsibilities under the new impact fee program, and reports from the Metropolitan Transit System (MTS) and North County Transit District (NCTD) on future service plans and rehabilitation and capital replacement needs. Jim Ryan commented that, as we get closer to the actual start of the TransNet Extension, additional requirements will kick in, and the ITOC needs to start developing a timeline for implementation of these new requirements.

Item 4 - Mid-City Rapid Bus Project: Pursuit of Federal Very Small Starts Funding

Miriam Kirshner, SANDAG project manager for the Mid-City project, reviewed the materials included in the staff report and provided a PowerPoint presentation (Attachment 2) covering the characteristics of the project, the requirements of the new Federal Transit Administration (FTA) Very Small Starts funding program, and how the Mid-City project would fit the criteria for this new program. Valerie Harrison asked a number of questions regarding the cost estimate for the project, how it would be operated, and how it would be different from the current express services on I-15. Miriam provided additional detail on the cost estimate and the new features of the proposed Rapid Bus concept. Kevin Cummins asked about the specifics of this project as identified in the ballot measure in terms of budget and project features. He also asked what action was before the ITOC. Staff explained that the action today would be to support staff moving forward with the FTA application process in order to meet deadlines required to obtain the federal matching funds. If SANDAG is successful in obtaining the FTA Very Small Starts funding, future actions would include the inclusion of the project in the TransNet Early Action Program (EAP) and in the Plan of Finance work to be undertaken through the fall. John Meyer indicated that the ITOC should support the effort to obtain federal matching funds for one of the projects called out in the ballot measure expenditure plan.

**ACTION:** The ITOC voted unanimously to support staff efforts in moving ahead with the application process to seek FTA Very Small Starts program funding for the Mid-City Rapid Bus project.

Item 5 - Draft 2007 Regional Transportation Plan (RTP)

Mike Hix, SANDAG project manager for the RTP update, provided a PowerPoint presentation (Attachment 3) summarizing the key components of the RTP, which also were highlighted in the agenda materials. He focused on the differences in the three major scenarios included in the RTP - the Revenue Constrained, Reasonably Expected Revenue, and Unconstrained Revenue scenarios. Mr. Hix explained how the RTP includes the projects in the TransNet EAP, as well as other projects and programs. He highlighted the potential use of toll funding to implement improvements to I-5 and I-15 connecting with Orange and Riverside Counties, respectively, and to SR 11 serving a new third border crossing. He reviewed the major transit improvements included in the RTP and summarized...
the results of a travel time by mode comparison by major travel corridor, showing the improvements in travel time as a result of the investments planned in the RTP. Mike also described the public workshops to be held to obtain input on the draft RTP and the schedule for adoption of the final RTP by SANDAG Board of Directors in November.

Kevin Cummins reported that he had attended the first of the scheduled public workshops in Encinitas and reviewed some of the feedback from the public received at that meeting. Valerie Harrison asked about the percentage split of funds by mode in the RTP. Gary Gallegos explained that the percentage splits were not the goal of the RTP, but rather the outcome of applying the project evaluation criteria, developing regional priorities for improvements to the transportation network, and reflecting restrictions on the use of available state and federal funds.

John Meyer expressed concern over the reliance on state and federal funds since projections are that the gas tax revenues are declining due to better fuel efficiency, use of hybrids, and other factors. Gary Gallegos commented that this will be a major issue in the next federal surface transportation reauthorization bill. He said that federal funding makes up a smaller proportion of the total RTP funding than in prior plans, as local (TransNet), and state (Propositions 1B and 42) revenues have increased in importance. John Meyer felt that proposed toll-funded improvements on I-15 north to Riverside County were a good idea given the rapid growth in southwestern Riverside County.

**Item 6 - Lake Hodges Bicycle and Pedestrian Bridge Quarterly Status Report**

Stephan Vance provided an overview of the Lake Hodges bicycle and pedestrian bridge project, which the ITOC first discussed at the March meeting. At that time, quarterly progress reports were requested. This report is the first of that series of progress reports. Susan Carter from the San Dieguito River Park reviewed the bidding process for construction of the bridge. A total of five bids were received, with the low bid being $600,000 more than the funds available. An additional $347,000 in grant funds was received from the State Resources Agency, leaving the project $253,000 short. The River Park has accepted the bid and is moving forward with the project. Susan reviewed the options being considered for obtaining the additional funding.

Bill Prey of SANDAG engineering staff described the agency’s oversight efforts for the project, which are similar to the role SANDAG staff has played in the development of the SPRINTER rail project over the past year. He reviewed SANDAG efforts in reviewing the bids, meeting with the selected construction firm, and analyzing the budget and schedule for the overall project. He raised concerns over the lack of contingency funds for the project and outlined potential construction risks on the project that could result in higher costs. Jim Ryan and Valerie Harrison raised questions about the total cost of the project and the range of bids. Mr. Prey responded that the low bid for construction is $6.67 million, and the high bid was $10 million. The concern was raised that adding contingency funds might lead to the likelihood that the funds would be spent. John Meyer suggested that, even though the ITOC had requested quarterly progress reports on the project, the progress reports be waived until December unless there are significant new issues to be addressed.

**Item 7 - TransNet Extension Senior Transportation Mini-Grant Program**

Danielle Kochman, SANDAG Assistant Planner, reviewed the materials provided in the agenda package regarding the proposed approach to implementing the new Senior Mini-Grant program that was included as part of the TransNet Extension. She also reviewed three FTA funding programs that are related to senior transportation. The proposed approach is based on the concept of
merging these federal programs with the new TransNet funds to leverage the available funding and provide as much senior transportation service as possible. She summarized the proposed criteria to be used to select the projects to be funded. The criteria emphasize improved coordination and cost-effectiveness in order to stretch the dollars further. The merging of the TransNet program with the federal programs would result in a slight delay in the start up of the TransNet program from July 2008 to fall 2008.

John Meyer supported the focus on improved coordination as a way of getting the most out of the available dollars. Kevin Cummins suggested consideration of a set of pass/fail criteria or minimum scores to eliminate less competitive applications from the evaluation process. Valerie Harrison raised a concern about how data is verified. Dan Levy, SANDAG Senior Planner, described the process in more detail. He mentioned the difficulty of evaluating brand new proposals without any history to use to verify the projections of cost, usage, etc. The review process is designed to check for reasonableness in the data provided and to identify the best projects for consideration.

The members expressed an interest in discussing the criteria in more detail at a future meeting. Staff indicated that the key action being sought from the ITOC at this meeting was conceptual support for integrating the TransNet program with the federal programs. That would allow work underway this year in relation to required Coordinated Plan and other activities for the federal programs to continue. This work would set the stage for phasing in the TransNet Senior Mini-Grant Program in 2008. Work on the details of the application process and the evaluation criteria can continue to be discussed in the meantime.

**ACTION:** The ITOC unanimously supported the concept of merging the TransNet Senior Mini-Grant Program with the FTA senior transportation-related programs and requested further review of the evaluation criteria and implementation procedures for the TransNet funds.

**Item 8 – Draft ITOC Annual Report for Fiscal Year 2006-07**

Craig Scott distributed the initial draft of the second annual report of ITOC activities. He introduced Joy De Korte, Public Information Officer, who had prepared the draft report and asked the members to provide comments on the draft report to Ms. De Korte. The schedule is to have a draft final report for the committee to review in September and, if approved, to make a presentation of the final annual report to the SANDAG Board of Directors in September or October.

John Meyer suggested that the roster of ITOC members be expanded to reflect all ITOC members, not just the current members. All members were encouraged to provide their input on the draft report.

**Item 9 – Update on the TransNet Plan of Finance Process**

Richard Chavez updated the ITOC on work underway on the Plan of Finance using a PowerPoint presentation (Attachment 4). As discussed at the May meeting, the plan update process is intended to review the financial status of the EAP, including detailed cost and schedule estimates for each of the EAP projects, as well as to analyze on a programwide basis, the financial status of the entire TransNet expenditure plan through 2048. Richard reviewed the latest trends in the Caltrans construction cost index and several of the key factors driving the increasing costs. As a result of these trends in cost escalation, Richard reported that the total cost of the EAP projects has increased from $9.4 billion in 2002 dollars to $17.5 billion in 2006 dollars. These updated project costs are
being incorporated into the financial model. A new methodology for estimating future cost escalation factors also is being worked on by the staff and will be used in the update process. All revenue estimates will be updated as well, and staff will be conducting model runs over the summer. Preliminary results should be available for discussion at the September meeting.

Kevin Cummins asked if the funding provided through the Environmental Mitigation Program (EMP) would be sufficient to cover the estimated mitigation needs for the program. Gary Gallegos reviewed the background of the EMP and explained that the EMP was sized to cover the estimated mitigation needs of all the projects in the RTP, not just the TransNet program. Gary said if we are successful in acquiring mitigation land early and establishing mitigation ratios, then the funding should be sufficient to mitigate the program. Richard provided some examples of mitigation properties being acquired for SR 76 where actual costs are coming in below the initial estimates for the project.

**Item 10 - SPRINTER Project Status Report and SANDAG Independent Assessment**

Jim Linthicum reviewed the latest information on the status of the SPRINTER project. He reported that progress continues on the project with the mainline track work being 85 percent complete, all grade crossings complete, and testing of the vehicles and the grade crossing equipment continuing. He mentioned a quality control problem on the anchors used on the bridge for the San Marcos loop section of the line that is currently being addressed. The critical work item continues to be the ongoing work on the communications systems. Jim also mentioned that Operation Lifesaver is conducting outreach and safety training in the community.

In response to questions from members, Mr. Linthicum provided additional detail on the $12.2 million dollar settlement agreement that was discussed at last month’s meeting. He reviewed the process and the milestones used to determine the amount and timing of the release of funds under the terms of the agreement. He mentioned that work is still underway on the update to the cost to complete estimate, but the project is still on track for opening by the end of the year.

**Item 11 - Future Meeting Schedule**

The next regular meeting of the ITOC was scheduled for September 19, 2007, from 9:30 a.m. to 3:30 p.m. at SANDAG. Potential agenda items for the meeting included ongoing discussions of the status of the major corridor projects, review of the final draft ITOC annual report, and preliminary results from the Plan of Finance update process.

**Item 12 - Adjournment**

John Meyer expressed appreciation for the news clipping “read file” that Craig Scott assembles for the members each month and encouraged the members to read the articles. The meeting was adjourned at 1:50 p.m.
Future ITOC Agenda Items

Regular/Recurring Items

- Chair and Vice-Chair Elections  
  Annual [Jul]
- ITOC Annual Report  
  Annual [Jul-Sep]
- Reports on status of all major corridor projects  
  Quarterly [Nov/Feb/May/Aug]
- Review of Lake Hodges Bicycle & Pedestrian Bridge Status  
  Quarterly [Jul/Oct/Jan/Apr]
- SPRINT Project Status Report  
  Monthly
- Regular periodic reports on major project status by 
  Corridor Directors/Project Managers
  - Prior Updates:  
    - I-15  
      - 3/06, 6/06, 11/06, 5/07  
    - I-15 BRT  
      - 9/06  
    - I-5  
      - 5/06  
    - SR 52  
      - 5/06, 4/07  
    - SR 76  
      - 9/06, 6/07  
    - I-805  
      - 10/06  
    - Mid-Coast  
      - 4/07  
    - Super Loop  
      - 4/07
- RTIP Amendments (if TransNet projects included)
- Review “State of Commute”/ongoing SANDAG 
  system performance evaluations  
  Annual [at a minimum]

Specific Follow-up Discussion Items*

- Briefing on ITOC responsibilities regarding the TransNet Impact Fee Requirement
- TransNet Extension Senior Transportation Mini-Grant Program Process/Criteria
- Update on TransNet Plan of Finance Process
- EMP Program Update – Status of Agreement Process/Fund Allocations

* Items that either SANDAG staff has indicated they would be bringing back at a future meeting or that ITOC members have requested for a future agenda.
Mid-City Rapid Bus
Application for Federal Very Small Starts Funds

Mid-City Rapid Bus Phasing

Phase I
Very Small Starts
Project Goals

- Faster Travel Times
- Enhanced Customer Experience
- Frequent Service

Queue Jumper Lanes & Stations

Metro Express
15 Shuttle Service
Bus Rapid Transit

Figure 9-10: 30th Street Site Plan
Transit Signal Priority

Communication between vehicle and traffic signal allows green light to be extended for several seconds.

Transit Route

Cars allowed, but transit vehicles stop in-lane to serve stations.

El Cajon Blvd.
Dedicated Transitway

Cars kept out of transit lane by barriers, striping, curbs, and signage

Park Boulevard between University Ave. and El Cajon Blvd.

Station Development

Elements:
- Bulb-outs
- Shelter
- Level Boarding Platforms
- Improved Sidewalk Crossings
- Benches
- Bike Rack
- Street trees
- Next Bus signs
Level Boarding

- Raised Platforms
- Low-Floor Buses

Branding of Service

- Branded Shelters
- New, branded vehicles
- Signage
Demand for All Day/Demand for All Day/Every Day Travel

Mid-City BRT

Service Frequencies

- Existing Frequency is 15-minutes all day for Route 15 + 30-minutes for Route 1
- Increase to 10-minute peak frequency for Mid-City Rapid + 30-minute for local (net 7.5 minute peak frequency)

Federal Very Small Starts Program Criteria

- Substantial transit stations
- Traffic Signal Priority
- Low floor vehicle or level boarding
- Branding of service
- Frequency – 10-minute peak, 15-minute off-peak
- Existing ridership of 3,000+ daily riders
- Capital cost less than $50 million total and $3 million per mile

FTA staff has expressed strong interest in Mid-City Rapid Bus project
Capital Cost

- Request Federal Funding for the El Cajon Blvd/northern Park Blvd segment
- Total Capital Cost is approx. $40 million
- Request a 50% Federal Match ($20 million)

Actions

Actions Today
- Recommend to Board to authorize application to FTA for Very Small Starts funding
- Recommend selection of Mid-City Rapid Bus route as the “Locally Preferred Alternative” for this corridor

Next Steps
- Submittal of application
- Bring project forward for inclusion in updated Plan of Finance
Mid-City Rapid Bus
A Great Very Small Start

Existing Ridership
- Small Starts Requires 3,000+ Daily Riders
- Route 15 Currently has 4,000+ daily riders
- Route 1 (local service on same corridor) currently has 5,000 daily riders
- Combined ridership on corridor is 9,000 daily riders

<table>
<thead>
<tr>
<th>Date</th>
<th>Route 1</th>
<th>Route 15</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>09/05/06</td>
<td>4,701</td>
<td>4,249</td>
<td>8,950</td>
</tr>
<tr>
<td>09/06/06</td>
<td>5,461</td>
<td>4,538</td>
<td>9,999</td>
</tr>
<tr>
<td>09/07/06</td>
<td>4,607</td>
<td>5,202</td>
<td>9,809</td>
</tr>
<tr>
<td>09/08/06</td>
<td>5,105</td>
<td>4,332</td>
<td>9,437</td>
</tr>
<tr>
<td>09/09/06</td>
<td>5,111</td>
<td>4,465</td>
<td>9,576</td>
</tr>
<tr>
<td>09/10/06</td>
<td>5,833</td>
<td>3,059</td>
<td>8,892</td>
</tr>
<tr>
<td>09/11/06</td>
<td>4,882</td>
<td>4,414</td>
<td>9,296</td>
</tr>
<tr>
<td>09/12/06</td>
<td>4,952</td>
<td>3,985</td>
<td>8,937</td>
</tr>
<tr>
<td>09/13/06</td>
<td>4,032</td>
<td>4,687</td>
<td>8,719</td>
</tr>
<tr>
<td>09/14/06</td>
<td>4,571</td>
<td>4,711</td>
<td>9,282</td>
</tr>
<tr>
<td>09/15/06</td>
<td>4,698</td>
<td>4,374</td>
<td>9,072</td>
</tr>
<tr>
<td>09/16/06</td>
<td>4,979</td>
<td>4,253</td>
<td>9,232</td>
</tr>
<tr>
<td>09/17/06</td>
<td>5,364</td>
<td>4,551</td>
<td>9,915</td>
</tr>
<tr>
<td>09/18/06</td>
<td>4,722</td>
<td>4,756</td>
<td>9,478</td>
</tr>
<tr>
<td>09/19/06</td>
<td>4,587</td>
<td>4,208</td>
<td>8,795</td>
</tr>
<tr>
<td>09/20/06</td>
<td>4,930</td>
<td>3,794</td>
<td>8,724</td>
</tr>
<tr>
<td>09/21/06</td>
<td>4,651</td>
<td>4,089</td>
<td>8,740</td>
</tr>
</tbody>
</table>
Focus Study Area

North Park

Normal Heights

City Heights

Cajon

Blvd

Montezuma

University

35th

30th

35th

El

Cajon Blvd

Transit Plaza

Transit Route (mixed-flow)

Dedicated Transitway

Transit Lane

Downtown alignment (to be determined)

Station

San Diego

Cajon Blvd

Highway

College Ave

Normal Heights

Heights

North Park

Balboa Blvd

Park

Naval Hospital

C St

City College

10th Ave

11th Ave

Park

Downtown

Gaslamp

Santa Fe Depot
Draft 2007 Regional Transportation Plan

ITOIC
July 18, 2007

A million new residents by 2030
A half million new jobs
2007 RTP Scenarios

• Unconstrained Needs
  – $89 billion
• Revenue Constrained
  – $41 billion
• The Plan: Reasonably Expected Revenues
  – $58 billion

Reasonably Expected Revenue Scenario
($Billions)

<table>
<thead>
<tr>
<th>RC Base</th>
<th>RE Level of Investment</th>
<th>Toll Lanes I-5/I-15</th>
<th>Goods Movement</th>
<th>Local Share</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>10</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>58</td>
</tr>
</tbody>
</table>
Board Direction

• Support previous goals and components of MOBILITY 2030
• Commitment to *TransNet* Early Action Program and HOV/ML system
• Transportation project evaluation criteria to prioritize improvements

2007 RTP Goals
Four Components of the 2007 RTP

- Land Use
- Demand Management
- Systems Management
- 2007 RTP
  - Development
Land Use – Transportation Connection (Growing Smarter)

- Regional Comprehensive Plan
- Smart Growth Concept Map
- Independent Transit Plan Review
- Tribal Collaboration
- TransNet Environmental Mitigation Program
- Energy/Green House Gas Emissions

Four Components of the 2007 RTP

- Land Use
- Systems Development
- Systems Management
- Demand Management

2007 RTP
Demand Management

Four Components of the 2007 RTP
Systems Management

Four Components of the 2007 RTP
Systems Development (Capacity and Choices)

- Commitment to *TransNet* Early Action Program and HOV/ML system
- Revised Transit Plan
- Goods Movement Action Plan
- Toll Roads
- Updated Regional Arterial System

2030 Highway Network

- N/S Freeways
- E/W Freeways
- Highways
- Toll Facilities
2030 Transit Network

- BRT and Commuter Rail
- Local Services
- Light Rail
- Arterial Rapid

Oceanside to Downtown San Diego

<table>
<thead>
<tr>
<th>Mode</th>
<th>Existing (2006)</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOV</td>
<td>76</td>
<td></td>
</tr>
<tr>
<td>HOV</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>Transit (Walk)</td>
<td>105</td>
<td></td>
</tr>
<tr>
<td>Transit (Park &amp; Ride)</td>
<td>93</td>
<td>105</td>
</tr>
</tbody>
</table>

Minutes
Chula Vista to Sorrento Valley

- SOV
- HOV
- Transit (Walk)
- Transit (Park & Ride)

<table>
<thead>
<tr>
<th>Minutes</th>
<th>Existing (2006)</th>
<th>Reasonably Expected (2030)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>55</td>
<td>30</td>
</tr>
<tr>
<td>30</td>
<td>55</td>
<td>66</td>
</tr>
<tr>
<td>60</td>
<td>55</td>
<td>95</td>
</tr>
<tr>
<td>90</td>
<td>104</td>
<td>90</td>
</tr>
<tr>
<td>120</td>
<td>120</td>
<td>122</td>
</tr>
</tbody>
</table>

RTP EIR

- Tentative Distribution: Mid-August
- Alternatives include:
  - Project: Reasonably Expected Revenues
  - No Project
  - Revenue Constrained
  - Transit Emphasis
  - Transit Emphasis (Urban Core)
Next Steps

- July 17-26 – Public Workshops
- Mid-August – Release Draft EIR
- Sept 14 – Public Hearing
- Sept 17 – Public Comment Period Closes
- October 9 – Response to Comments at Transportation Committee
- November – Certify EIR, adopt RTP, approve AQ Conformity finding

Public Workshops

- July 17 – Encinitas
- July 19 – Balboa Park
- July 23 – Chula Vista
- July 25 – San Marcos
- July 26 – El Cajon
Draft 2007 Regional Transportation Plan

ITOC
July 18, 2007
Plan of Finance Update

July 18, 2007

First comprehensive update since TransNet extended in November 2004
Will include all TransNet Extension projects
Will determine bonding capacity and state and federal match requirements
Factors Affecting Cost

- Oil Prices
- Material Prices – rock, steel, cement, etc.
- Labor Prices
- Right of Way
- Regional Cost of Living
- Working Conditions

Updated Cost Estimates

- Toted $9.4 billion in 2002 dollars
- New total $17.5 billion in 2006 dollars
- Costs increased 86%
- Compares to 89% increase in Caltrans construction price index over same period, 2002 to 2006
Next Steps

- Define cost escalation factors
- Complete initial financial model runs

Plan of Finance Update

July 18, 2007
At several meetings last year, the ITOC reviewed the status of the SPRINTER project and the related financial plan for fully funding the project. During those meetings, it was requested that the ITOC and the SANDAG Transportation Committee receive regular updates on the ongoing implementation of the SPRINTER and SANDAG’s independent assessment of the final cost estimates and the schedule for completion of the project. This is the next in that series of status reports.

Attachment for this report:

- Attachment 1 – Transportation Committee report for the September 21, 2007, meeting summarizing the progress on the implementation of the SPRINTER rail project.
SPRINTER PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT

Introduction

The North County Transit District (NCTD) SPRINTER Rail Project converts an existing 22-mile freight rail corridor into a Diesel Multiple Unit (DMU) transit system connecting Oceanside, Vista, unincorporated County areas, San Marcos, and Escondido. The SPRINTER is a TransNet-funded project. In response to requests from NCTD and the Federal Transit Administration (FTA), SANDAG staff is currently providing support and oversight services for the project and has been asked by the SANDAG Board of Directors to report on its progress monthly to the Transportation Committee.

Discussion

Current Progress

The Mainline contractor continues to place most effort on the communication and signaling work which has been the critical path for completion since last winter. They are currently working on train signal optimization, signal pre-emption timing, crossing protection, and installation of communication components at each station. Communications equipment is operable at five of the 15 stations. They are also working with the Cities of Vista and Oceanside on traffic signal programming.

All work at the Vehicle Maintenance Facility, now called the SPRINTER Operations Facility (SOF), is expected to be complete by the end of September. The elevator at the California State University San Marcos station is installed, and the San Marcos Loop contract is expected to be complete in the next few weeks. All DMU vehicles have been granted preliminary acceptance by NCTD and only require additional running time on the tracks before final acceptance. Test trains are running from the SOF to Las Posas Road in San Marcos.

The Mainline contract is approximately 87 percent complete. All grade crossings are done; testing of the warning devices is ongoing. Track construction is complete. Three of the 13 stations with parking lots are paved.

A problem with the anchors that attach the rail to the bridges over State Route 78 has been resolved with the contractor removing and replacing all 5,000 concrete inserts.
Schedule

The settlement agreement with the Mainline contractor provides for new internal schedule milestones to track progress. If the contractor delivers the work required of a particular milestone, the contractor is compensated for “constructive acceleration.” The maximum payment the contractor could earn by meeting all milestones is $3.3 million. Five of the seven milestones also provide for a liquidated damage penalty if the contractor fails to meet the milestone.

The first new milestone, 5.5, occurred on August 2. It required the contractor to have all trackwork complete and enough of the communications network in place to permit transferring of train dispatching from the Metrolink Operations Center to the SPRINTER Central Control Facility in Escondido. The dispatching was complete but the track work was not. All track work is now complete. There are no liquidated damages associated with this milestone, and the contractor still has the opportunity to achieve the acceleration payment if this work is complete by Milestone 7 on October 1.

Milestone 6 required six stations to be complete and operational by September 3. The contractor did not achieve this either but like Milestone 5.5, is eligible to receive the acceleration payment if work is complete by Milestone 7.

Milestone 7 requires the contractor to be substantially complete with all work except landscaping. If achieved on October 1, NCTD may begin pre-revenue testing and training by its contract operator. Two months of pre-revenue operations are planned. The contractor is three weeks behind the Milestone 7 schedule. A Milestone 7 recovery schedule has been submitted by the contractor. It should be noted that the contractor will receive an extension of time should NCTD make any changes that delay the critical items of work. This also would extend the internal milestone delivery dates. There continues to be a great emphasis on minimizing changes to the work but some have been made and the contractor may be due additional time.

Various safety documents must be approved by the CPUC prior to commencing revenue operations. Both the System Safety Program Plan and the System Safety Security Plan have been submitted and are being reviewed by CPUC staff. NCTD and the Mainline contractor are working on the System Safety Certification which documents the implementation of thousands of safety critical items of work. More than 30 percent of this effort is complete.

Estimate at Completion

The settlement agreement with the Mainline contractor provides for payments not to exceed $12.2 million for damages the contractor incurred due to the design changes. Before receiving any payment, the contractor is required to submit documentation verifying any loss. The contractor is focusing all efforts on completing the work and has not yet submitted follow-up documentation.

NCTD staff is focusing its construction management effort on calculating the final construction quantities and adjusting each item of work for quantity overruns and underruns. Then they will begin negotiations with the Mainline contractor on the final costs of outstanding change order work.
NCTD elected not to calculate a new estimate at completion (EAC) last month as the adjustments described above were just beginning. Therefore the latest EAC continues to be the $470 million figure reported in July. A new EAC is expected by the end of September. The not-to-exceed project budget set by the NCTD Board and included in the Amended Recovery Plan for the FTA is $484.1 million.

**Summary**

As reported previously, only the communication and signaling work on the Mainline contract remains a concern. All other facilities either are complete or will soon be complete. NCTD continues to work closely with the California Public Utilities Commission and Federal Railroad Administration to ensure timely inspection of the work and approval of all documentation required for operations. Likewise, these agencies are very proactive and responsive to NCTD and its goal of opening by year end.

The contractor’s adherence to the recovery schedule for Milestone 7 and NCTD ability to mitigate any delay to pre-revenue operations will affect when revenue service may start. The schedule continues to be very tight but achievable.

NCTD and its construction manager continue to work on finalizing costs to develop a more accurate EAC. They have a plan to accelerate this effort and resources are being devoted to this task.

JACK BODA  
Director of Mobility Management and Project Implementation

Key Staff Contact: Jim Linthicum, (619) 699-1970, jlin@sandag.org
INDEPENDENT TAXPAYER
OVERSIGHT COMMITTEE

September 19, 2007

AGENDA ITEM NO.: 5

QuARTERLY REPORT ON THE TransNet EArLY ACTION PROGRAM

Introduction

This report provides an overview of the TransNet Early Action Program (EAP), including cost control and schedule adherence and the general trends that affect both cost and schedule. This overview fulfills the ITOC requirement defined in the TransNet Ordinance to review the major congestion relief projects for performance in terms of cost control and schedule adherence on a quarterly basis.

Discussion

The TransNet EAP includes improvements to nine transportation corridors: Interstates (I-) 5, 15, and 805, State Routes (SR) 52 and 76, Mid-Coast transit, Blue Line Trolley, Orange Line Trolley, and the SPRINTER transit corridor. The TransNet Dashboard reporting system is used to track cost control and schedule adherence for TransNet EAP projects. The Dashboard can be accessed at www.KeepSanDiegoMoving.com. The Blue Line Trolley, Orange Line Trolley, and SPRINTER are recent additions to the EAP and have not yet been added to the Dashboard.

Schedule Adherence

Constructed improvements on the I-5, I-15, and I-805, SR 52 and SR 76, SPRINTER, and Mid-Coast corridors remain on schedule. More detailed schedule information can be found in Attachment 1.

Cost Control

Cash flowcharts from the Dashboard can be found in Attachment 2. These charts indicate that the actual expenditures are tracking closely against budgeted amounts for the majority of the projects. Projects where expenditures are accruing more slowly than anticipated include the I-15 FasTrak® project and the I-15 bus rapid transit (BRT) stations (downtown to SR 163) projects. The procurement process for hiring a system integrator for the I-15 FasTrak® project has taken much longer than anticipated. However, this is not expected to delay the opening of the I-15 Managed Lanes. The I-15 BRT Stations (downtown to SR 163) project is experiencing delay. The California Department of Transportation (Caltrans) has raised safety and operational concerns over the design concept for the Mid-City center platform stations. SANDAG is working with Caltrans, Metropolitan Transit System (MTS), and the community on alternatives to the center platform design concept.
**Trends**

Construction costs continue to rise. The Caltrans construction cost index is up 37.5 points to 401.4 for the second quarter of 2007 compared to the first quarter of 2007 when the index was at 363.9. The average number of bidders on Caltrans’ construction projects more than $5 million is down 1.3 points to 4.3 for the second quarter of 2007 compared to the second quarter of 2007 when the average number of bidders was 5.6. The resale price of single-family homes is a good indicator of right-of-way costs for transportation projects. The median resale price for San Diego County in 2006 was $575,000. This is the same median resale price as in 2005. See Attachments 3 through 5 for more information.

**Dashboard Enhancements**

During the last quarterly report, the ITOC requested the ability to review support costs and capital costs separately. Support costs include project development costs like planning and engineering, and capital costs include land acquisition costs and construction costs. Efforts are underway to separate these costs in the TransNet Dashboard. This added functionality will be available shortly under the “Cash Flow & Info” tab in the Dashboard.

**Attachments:**

1. Schedule for TransNet Early Action Program
2. Cash Flow Charts
3. Caltrans Quarterly Construction Price Index
4. Average Number of Bidders, Caltrans Projects Over $5 Million
5. Median Prices, Single Family Homes–San Diego County

**Key Staff Contact:** Richard Chavez, (619) 699-6989; rch@sandag.org
I-5 South

I-15 Middle

Cash Flow To Date

Millions of Dollars

I-15 North

Cash Flow To Date

Millions of Dollars

I-15 FasTrak®

Cash Flow To Date

Millions of Dollars
Average Number of Bidders
Caltrans Projects Over $5 million
Staff distributed an initial draft of an annual report for FY 2007 at the last meeting. Based on comments received since that meeting, a final draft annual report has been developed. If approved, a presentation of the annual report will be scheduled for the SANDAG Board of Directors.

Attachment related to this item:
- Final Draft 2007 ITOC Annual Report
A message from the Chair…

ITOC is now in its third year, having gone from formative status to a very proactive position in reviewing TransNet expenditures for the Early Action Program. We have a great deal of appreciation for our previous chairpersons, Michael Boyle and Maryam Babaki, for providing steady leadership during this period.

This second annual report shows in detail our involvement in carrying out the voters’ mandate on the TransNet Extension. We are charged with “oversight” of TransNet, while the planning and setting of priorities are the responsibility of the SANDAG Board of Directors. We were pleased to see that the Board followed our recommendations to impose strict accountability measures on projects like the SPRINTER and the Lake Hodges bicycle and pedestrian bridge before TransNet funds were authorized.

Another challenging year is ahead. We need to refine the performance measurement methods, get ready for the mandated fiscal audits, and provide oversight tasks for pending implementation of the new impact fee requirements. Add to that the challenge of having to deal with increasing costs and the impact that could have on our TransNet program. We know we have our work cut out for us!

With so much of our attention having been focused on the highway side during the early years, it also is imperative that we examine the funding plans and objectives of the transit operators who will receive a substantial percentage of the TransNet funds.

Finally, a word of thanks is in order to SANDAG and Caltrans staff who participated in the many presentations and preparation of monthly reports, and to the representatives of the San Diego County Taxpayers Association and other groups that have contributed to our discussions.

Milestones & Accomplishments — FY 2007

The following summarizes the major ITOC initiatives and key accomplishments from July 1, 2006 to June 30, 2007:

- Elected Maryam Babaki and Jim Callaghan to serve as Chair and Vice-Chair, respectively, for FY 2007. When Jim Callaghan’s term expired in May 2007, John Meyer was elected to serve as Vice Chair for the remainder of the term. ITOC also welcomed two new members, Valerie Harrison and Kevin Cummins, who were appointed to serve in the private sector employer and biologist/environmental scientist categories, respectively. In addition, Hamid Bahadori was reappointed for a second term.

- Developed the first ITOC Annual Report summarizing key accomplishments during its first year of work. The report was presented to the SANDAG Board of Directors and made available to the public through the SANDAG Web site.

- Played a key role in working with SANDAG staff and consultants on the development of a “Dashboard” reporting system to provide Web access to information on the status of project costs and schedules for use in the required quarterly reporting process specified in the TransNet Ordinance, as well as other project and program management efforts. ITOC continues to make suggestions for refinements to the Dashboard reporting system.

- Reviewed ongoing status of major corridor projects included in the TransNet EAP through the quarterly reporting process, including updates on the status of costs and schedules for each project. In addition to the quarterly reports, ITOC received detailed presentations from Caltrans and SANDAG Corridor Directors and Project Managers on the status of the following TransNet Major Corridor projects: I-15 Managed Lanes including the bus rapid transit (BRT) operating plans, I-805, SR 52, SR 76, the Mid-Coast Corridor, and the Super Loop project.

- Conducted a series of discussions related to the cost increases on the SPRINTER rail project and the development of a new financial plan for the project. ITOC reviewed the initial financial plan proposed to cover SPRINTER cost increases and did not support this proposal due to a number of concerns. Over several months, ITOC worked with SANDAG and North County Transit District (NCTD) staff on a revised financial plan for the SPRINTER. Ultimately, ITOC recommended support of a revised financial plan to the SANDAG Board of Directors that involved an amendment to the TransNet Ordinance and the EAP. Consistent with this recommendation, in December 2006, the SANDAG Board amended the TransNet Ordinance and revised the EAP and the related Plan of Finance to include the completion of the SPRINTER project. This same action amended the EAP to include additional funding for the Environmental Mitigation Program (EMP) and Trolley Blue and Orange Line capital improvements, which...
The Independent Taxpayer Oversight Committee

of SR 52 to SR 67 as originally proposed, with additional funding required to cover a cost increase coming from the future SR 52 managed lanes project. ITOC members also raised a major concern about the trend toward significant cost increases on all major projects and urged staff to initiate the Plan of Finance update process as soon as possible so that the impacts to the overall program could be assessed.

Supported the approach proposed by staff for updating the Plan of Finance for the EAP. The concept was to update the plan to reflect the current cost estimates for the projects, update cash flow schedules for each of the EAP projects, identify the availability of new matching funds for the TransNet projects, and assess the overall impact on the deliverability of the EAP projects as well as the rest of the TransNet Expenditure Plan through 2048.

Approved additional implementation guidelines for inclusion in the ITOC manual related to how ITOC would handle responsibilities for reviewing projects for the Regional Transportation Improvement Program (RTIP) and project evaluation criteria for use in the Regional Transportation Plan (RTP) development process, as well as general guidelines for how ITOC would work with SANDAG staff and consultants in carrying out its roles and responsibilities over time.

Supported draft implementation guidelines related to the TransNet Ordinance requirement that all new construction and major reconstruction projects funded under the Ordinance provide accommodations for bicycle and pedestrian traffic where such traffic is legal and the cost of doing so is not unreasonable given the expected use.

Recommended that $1.8 million in funding from the FY 2009 new TransNet Extension Bicycle, Pedestrian, and Neighborhood Safety Program be used to fully fund the Lake Hodges bicycle and pedestrian bridge. SANDAG staff will provide oversight for the project and deliver quarterly progress reports on the project to ITOC.

Endorsed the SANDAG proposal for funding under the Urban Partnership Program. This new federal initiative provides a unique opportunity to attract additional federal dollars to implement innovative, new programs in the region. As a result of this process, the region was awarded $18 million to pilot the $22 million "swoop" project, an innovative new transit service that uses advanced vehicle guidance technologies to assist drivers operating vehicles in a narrow right of way.

Received updates on the status of TransNet audits for FY 2006, reviewed proposed procedures for establishing the new “Maintenance of Effort” levels to be required of local jurisdictions per the TransNet Extension Ordinance, and considered a proposed change to the approved SANDAG audit policy for TransNet funds. ITOC will be taking over the annual fiscal audit process effective with the audits for FY 2009.

(continued on page 4)
Reviewed several amendments to the current Regional Transportation Improvement Program, with a focus on compliance with the new provisions of the TransNet Ordinance for projects proposed for funding in FY 2009 and beyond, such as consistency with the “70/30” guidelines for local street and road projects and tracking of fund availability by program.

Received several presentations on the development of the long-range RTP. This effort focused on the refinement of the project evaluation criteria and performance measures to be used in the RTP process, which is one of the ITOC roles as specified in the TransNet Ordinance. ITOC encouraged SANDAG staff to continue to work on cross-mode cost-effectiveness criteria to be used as part of the evaluation process in future RTPs. ITOC also reviewed preliminary scenarios developed for the draft RTP based on the application of new project evaluation criteria and proposed changes to the Regional Arterial System.

Continued discussions related to transportation performance measurement. As part of this process, ITOC received a report on the Regional Comprehensive Plan (RCP) Performance Monitoring Baseline Report, which contained new procedures for tracking progress on the implementation of RCP goals, including transportation, using a wide range of measurements. This would provide another tool, along with other more transportation-specific methods, to monitor progress on a regional basis.

Received numerous briefings from SANDAG and Caltrans staff on a range of topics related to the implementation of the overall TransNet program, with an emphasis on new programs to be implemented with TransNet Extension funding, including the new Environmental Mitigation Program, the senior transportation mini-grant program, and other components of the TransNet Extension. ITOC also made several presentations to the SANDAG Board of Directors and Transportation Committee to provide its input on TransNet-related issues.

ITOC Works For You

ITOC was created to objectively represent the taxpayers of the San Diego region — to ensure that promises made regarding the implementation of the TransNet half-cent sales tax for transportation improvements are fulfilled in accordance with the program’s Ordinance and Expenditure Plan. The success of ITOC relies on continuous feedback from the public. To share your thoughts and opinions with ITOC, go to www.sandag.org/ITOC and complete the feedback form. Meeting schedules, agendas, and minutes also are available on this Web page.

The Independent Taxpayer Oversight Committee
Past and current (in bold) ITOC members and the area of professional expertise they represent:

**Transportation Project Design/Construction:**
Maryam Babaki (ITOC Chair)  
(May 2005 through June 2007 - ITOC Chair February 2006 through June 2007)

**Traffic/Civil Engineering:**
Hamid Bahadori  
(May 2005 through April 2011)

**Private Sector Senior Decision Maker:**
Valerie Harrison  
(May 2007 through April 2011)

James C. Callaghan, Jr.  
(ITOC Vice Chair May 2005 through April 2007)

**Real Estate/Right-of-Way Acquisition:**
Ron Gerow  
(April 2006 through April 2009)

Michael Boyle  
(ITOC Chair May 2005 through January 2006)

**Biology/Environmental Science:**
Kevin Cummins  
(May 2007 through April 2011)

Doug Gibson  
(May 2005 through April 2007)

**Municipal/Public Finance:**
John Meyer  
(May 2005 through April 2009 - ITOC Vice-Chair May 2007 through June 2007)

**Construction Project Management:**
Jim Ryan  
(May 2005 through April 2009)

**Ex-Officio Members:**
San Diego County Auditor: Tracy Sandoval  
(May 2005 through present)  
SANDAG Executive Director: Gary Gallegos  
(May 2005 through present)

ITOC c/o SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900

Information about each member is available at www.sandag.org/ITOC
# Potential ITOC Agenda Items

2007

<table>
<thead>
<tr>
<th>Item</th>
<th>October</th>
<th>November</th>
<th>December</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-805 Corridor Status Report (Joel Haven)</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RTCIP: Nexus Study findings and ITOC responsibilities (Marney Cox)</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet Plan of Finance Update (Jose Nuncio)</td>
<td></td>
<td>X</td>
<td>X?</td>
</tr>
<tr>
<td>EMP Program Update – Master Agreement (Keith Greer)</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Quarterly Report on Major Corridor Project Status</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Quarterly Lake Hodges Bridge Status Report (Stephan Vance)</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>SPRINTER Project Status Report (Jim Linthicum)</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Other EAP Corridor Status Reports (Corridor Directors)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• I-15, I-5, SR 53, SR 76, Mid-Coast, Super Loop</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Update to TransNet Board Policy on Fiscal Audits and MOE Audits (Renee Wasmund)</td>
<td></td>
<td>X</td>
<td>X?</td>
</tr>
<tr>
<td>TransNet Smart Growth Incentive Program (Stephan Vance)</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>TransNet Senior Transportation Mini-Grant Program (Dan Levy)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RTIP Amendments (Sookyung Kim)</td>
<td>X</td>
<td>X?</td>
<td></td>
</tr>
<tr>
<td>Annual Performance Measurement Reporting/ “State of the Commute” (Jack Boda/ Alex Estrella)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>