MEETING NOTICE
AND AGENDA

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

Wednesday, October 8, 2014
9:30 a.m.
SANDAG, 7th Floor Conference Room
401 B Street, 7th Floor
San Diego, CA 92101

Staff Contact: José A. Nuncio
(619) 699-1908
jose.nuncio@sandag.org

AGENDA HIGHLIGHTS

• PROGRESS REPORT ON TransNet EARLY ACTION PROGRAM PROJECTS

• STATE ROUTE 125 STATUS REPORT

• NORTH COAST CORRIDOR PROJECT UPDATE

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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 the SANDAG website. Public comments regarding the agenda can be forwarded to SANDAG via the email comment form also available on the website. Email comments should be received no later than noon, two working days prior to the ITOC meeting. Any handouts, presentations, or other materials from the public intended for distribution at the ITOC Committee meeting should be received by the Clerk of the Committee no later than 12 noon, two working days prior to the meeting.

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### ITEM NO.  
#### 1. APPROVAL OF MEETING MINUTES  

The Independent Taxpayer Oversight Committee (ITOC) is asked to review and approve the minutes from its September 10, 2014, meeting.  

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#### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS  

Members of the public shall have the opportunity to address the ITOC on any issue within the jurisdiction of the Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.  

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#### CONSENT  

+3.  

TransNet SENIOR MINI-GRANT PROGRAM STATUS UPDATE  
(Danielle Kochman)  

The TransNet Extension Ordinance includes a provision for a competitive grant program for senior transportation projects. This report provides an overview of the progress made to date by each grant recipient for the Senior Mini-Grant program through June 30, 2014.  

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#### REPORTS  

4.  

SUMMARY OF TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ACTIONS ON TransNet-RELATED AGENDA ITEMS  
(Ariana zur Nieden)  

This monthly briefing is intended to keep the ITOC informed about relevant SANDAG actions taken on TransNet-related projects and programs. Staff will provide a summary of Transportation Committee and Board of Directors actions on agenda items that the ITOC has reviewed.  

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+5.  

TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE AND PROPOSED AMENDMENTS (Suchi Mukherjee)  

This report provides an overview made by TransNet Smart Growth Incentive Program and Active Transportation Grant Program recipients through June 30, 2014. The ITOC is asked to recommend that the Transportation Committee approve two no-cost, time-only Active Transportation Grant Program schedule extensions for the City of Oceanside’s North Coast Transit Station Bike Station project and the City of Oceanside’s 2 Year Education, Encouragement, and Awareness projects. The ITOC also is asked to recommend that the Regional Planning Committee approve one no-cost, time-only Smart Growth Incentive Program schedule extension for the City of National City’s Eighth Street Corridor Smart Growth Revitalization project.  

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+6. PROGRESS REPORT ON TransNet EARLY ACTION PROGRAM PROJECTS (Richard Chavez)  
INFORMATION

This report provides an overview of the TransNet Early Action Program projects in terms of cost control and schedule adherence based on data provided through the Dashboard reporting system. This item relates to the required reporting process specified under Paragraph 10 of the TransNet Extension Ordinance.

+7. PROPOSED FY 2015 PROGRAM BUDGET AMENDMENT: SR 15 COMMUTER BIKE FACILITY PROJECT (Gustavo Dallarda, Caltrans)  
DISCUSSION

The SR 15 Commuter Bike Facility is a one-mile project to be constructed along the east side of SR 15, from Adams Avenue to Camino Del Rio South in the City of San Diego. At its September 25, 2014, meeting, the Board of Directors recommended that the California Transportation Commission fund the project with approximately $1.8 million in Regional Active Transportation Program funds for construction of the project. The ITOC is asked to review the proposed budget amendment for consistency with the TransNet Extension Ordinance.

+8. STATE ROUTE 125 STATUS REPORT (Scott Koblentz)  
INFORMATION

In December 2011, SANDAG acquired the State Route 125 tolling franchise as part of its strategy to manage congestion in South County. At the October 8, 2014, ITOC meeting, staff will provide a status report on program performance.

+9. NORTH COAST CORRIDOR PROJECT UPDATE (Allan Kosup, Caltrans)  
INFORMATION

Caltrans staff will present an update on the North Coast Corridor, including completion of the Public Works Plan and efforts under way to procure the services of a Construction Manager/General Contractor for construction of the phase 1 improvements.

10. FUTURE MEETING SCHEDULE  
INFORMATION

The next regular ITOC meeting is scheduled for Wednesday, November 12, 2014, at 9:30 a.m.

11. ADJOURNMENT

+ next to an agenda item indicates an attachment
SEPTEMBER 10, 2014, MEETING MINUTES

The meeting of the TransNet Independent Taxpayer Oversight Committee (ITOC) was called to order by Chair Kai Ramer at 9:32 a.m.


Action: Upon a motion by Jonathan Tibbitts, and a second by Dick Vortmann, the ITOC approved the May 14, 2014, meeting minutes. Yes – Chair Ramer, Vice Chair Brad Barnum, Stewart Halpern, Carolyn Lee, Mr. Tibbitts, and Mr. Vortmann. No - None. Abstain – None. Absent - None.

Action: Upon a motion by Mr. Tibbitts., and a second by Vice Chair Barnum, the ITOC approved the July 9, 2014, meeting minutes as amended. Yes – Chair Ramer, Vice Chair Barnum, Mr. Halpern, Ms. Lee, and Mr. Tibbitts. No - None. Abstain – Mr. Vortmann. Absent - None.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS (INFORMATION)

There were no public or member comments.

REPORTS

3. SUMMARY OF TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ACTIONS ON TransNet-RELATED AGENDA ITEMS (INFORMATION)

Ariana zur Nieden, Senior Regional Planner, provided this briefing to keep the ITOC informed about relevant SANDAG actions taken on TransNet-related projects and programs.

Ms. zur Nieden provided a summary of Transportation Committee and Board of Directors actions on agenda items that the ITOC has reviewed: TransNet Senior Mini-Grant Program: Status Update and Call for Projects for Fourth Cycle of Grant Funding; Smart Growth Incentive Program and Active Transportation Grant Program: Status Update and Proposed Grant Amendment; 2014 TransNet Bond Issuance; Draft 2014 Regional Transportation Improvement Program; San Diego Forward: The Regional Plan Preferred Revenue Constrained Transportation Scenario; and TransNet Environmental Mitigation Program: FY 2015 Implementation.

Action: This item was presented for information.

Staff provides certain TransNet financial information on a quarterly basis in accordance with requests from the ITOC, as well as in response to recommendations from the first and second TransNet Triennial Performance Audits. Staff also presented an update on the monitoring of local jurisdiction balances.

Lisa Kondrat-Dauphin, Senior Accountant, presented the item.

Mr. Tibbitts provided a summary of the recent meeting held with Councilmember Marti Emerald regarding the City of San Diego’s Local Street and Road Balance.

ITOC members requested that the next regular City of San Diego presentation on Capital Improvement Program streamlining efforts be presented at the November 12, 2014, meeting instead of the October 8, 2014, ITOC meeting.

For the next quarterly financial reports, ITOC members requested that the Local Street and Road Maintenance Analysis include a column showing each local jurisdiction’s plan to spend their allocation for maintenance.

**Action:** This item was presented for information.

5. **TransNet ENVIRONMENTAL MITIGATION PROGRAM: FISCAL YEAR 2015 IMPLEMENTATION (DISCUSSION)**

The ITOC was asked to discuss the proposed FY 2015 and FY 2016 work plan and allocation of funding for FY 2015, and the proposed land management grant call-for-projects pursuant to the executed TransNet EMP Memorandum of Agreement for TransNet funding eligibility. Any input from the ITOC will be provided for consideration by the SANDAG Board of Directors.

Keith Greer, Senior Regional Planner, presented the item.

**Action:** This item was presented for discussion.

6. **TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM QUARTERLY STATUS UPDATE AND PROPOSED GRANT AMENDMENT (RECOMMEND)**

Mr. Greer provided the quarterly update on the Environmental Mitigation Program Land Management Grant Program and information on a proposed grant amendment for a no-cost, time-only schedule extension for the U.S. Fish and Wildlife Service Shinohara Vernal Pool Invasive Weed Treatment project.

**Action:** Upon a motion by Mr. Tibbitts, and a second by Mr. Vortmann, the ITOC recommended that the Regional Planning Committee approve a no-cost, time-only schedule extension for the U.S. Fish and Wildlife Service Shinohara Vernal Pool Invasive Weed Treatment project. Yes – Chair Ramer, Vice Chair Barnum, Mr. Halpern, Ms. Lee, Mr. Tibbitts, and Mr. Vortmann. No - None. Abstain – None. Absent - None.
7. **PROPOSED FINAL 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: INCLUDING THE AIR QUALITY CONFORMITY DETERMINATION (DISCUSSION)**

SANDAG, as the Metropolitan Planning Organization, is required by state and federal law to develop and adopt a Regional Transportation Improvement Program (RTIP), a multi-year program of proposed major transportation projects, including the TransNet Program of Projects (POP). The 2014 RTIP covers fiscal years 2015 to 2019, and is due to the state by October 1, 2014. The ITOC was asked to review and discuss the TransNet POP included in the proposed Final 2014 RTIP and provide comments.

Michelle Smith, Associate Financial Analyst, presented the item.

**Action:** This item was presented for discussion.

8. **SAN DIEGO FORWARD: THE REGIONAL PLAN: PREFERRED REVENUE CONSTRAINED TRANSPORTATION SCENARIO (INFORMATION)**

Based on feedback from the SANDAG Board of Directors, Policy Advisory Committees, and members of the public, a Draft Blended Transportation Scenario has been developed for the Regional Plan.

Phil Trom, Senior Regional Planner, presented the key components that fall under the purview of the ITOC for the Draft Preferred Revenue Constrained Transportation Scenario.

**Action:** This item was presented for information.

9. **INTERSTATE 15 INTEGRATED CORRIDOR MANAGEMENT PROJECT AND 511 SAN DIEGO TRAVELER INFORMATION APPLICATION UPDATE (INFORMATION)**

The 511 San Diego application provides commuters with a one-stop location for commute and travel information for all modes and has been developed as part of the Interstate 15 Integrated Corridor Management (ICM) Project. The ICM project is a multi-agency and multimodal system that allows the region to make best use of our existing transportation networks to maximize efficiency and capacity.

James Dreisbach-Towle, Principal Technology Program Analyst, provided an overview of the 511 San Diego Traveler Information Mobile Application which was launched in May 2014.

Stan Glowacki, Senior Information Systems Analyst, provided a demonstration of the 511 San Diego mobile application.

**Action:** This item was presented for information.

10. **OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS (INFORMATION)**

Marney Cox, Chief Economist, and André Douzdjian, Finance Director, provided the quarterly briefing to keep the ITOC informed about the latest developments in the financial markets, the economy, sales tax revenue trends, and the strategies being explored and implemented to minimize possible impacts to the TransNet program. Mr. Cox and Mr. Douzdjian also provided details regarding the 2014 TransNet bond issuance that closed in August.

**Action:** This item was presented for information.
11. **FUTURE MEETING SCHEDULE (INFORMATION)**

The next regular ITOC meeting is scheduled for Wednesday, October 8, 2014, at 9:30 a.m.

12. **ADJOURNMENT**

Chair Ramer adjourned the meeting at 11:50 a.m.
## INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
### MEETING ATTENDANCE FOR SEPTEMBER 10, 2014

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<td>Finance/Budgeting</td>
<td>Stewart Halpern</td>
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<td>Licensed Engineer</td>
<td>Kai Ramer</td>
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<td>Chair</td>
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<tr>
<td>Right of Way Acquisition</td>
<td>Carolyn Lee</td>
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<td>Private Sector</td>
<td>Dick Vortmann</td>
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<tr>
<td>Contractor/Construction</td>
<td>Brad Barnum</td>
<td>Yes</td>
<td>Vice Chair</td>
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**ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)**

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<tr>
<th></th>
<th>Tracy Drager (1st Alt.)</th>
<th>Yes</th>
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**SANDAG STAFF MEMBERS LISTED BELOW**

- Kim Kawada, Chief Deputy Executive Director
- José Nuncio, TransNet Program Director
- Ariana zur Nieden, Senior Regional Planner
Introduction

The TransNet Extension Ordinance includes a provision for a competitive grant program for senior transportation projects. This grant program funds operating and capital projects providing specialized transportation services for seniors whose needs cannot be met by conventional transit or the parallel Americans with Disability Act (ADA) paratransit services. The TransNet Extension Ordinance requires that SANDAG conduct a competitive selection process to distribute the funds. Senior Mini-Grant projects were first awarded in September 2008 and then in February 2011 and March 2013. Since the Senior Mini-Grant program began, 42 awards have been made totaling nearly $9 million. This report provides an update through June 30, 2014, on projects that are currently active or pending.

Discussion

Grant Oversight

SANDAG staff provides ongoing oversight of the Senior Mini-Grant program through the review of progress reports and project performance data submitted with each invoice. Grantees must maintain documentation of the services provided and are inspected by SANDAG at regular site visits to ensure compliance with grant agreement service delivery requirements and SANDAG Board Policy No. 035: Competitive Grant Program Procedures (Attachment 1). This information is used to provide regular status updates to the Independent Taxpayer Oversight Committee (ITO) and the Transportation Committee. Staff also provides bi-annual updates to the Social Services Transportation Advisory Council on all specialized transportation grant programs.

Service Delivery

Attachment 2 includes a “cost-efficiency watch list,” which compares the grantee’s actual cost per unit of service delivery to the original proposal. Grant agreements for this program executed after January 1, 2012, include a provision where a grantee’s inability to achieve 130 percent of its proposed cost per unit by the end of the sixth month of the project would trigger a requirement for the grantee to complete a recovery plan. By the end of the first year, if the grantee is still unable to achieve the 130 percent threshold, the grant agreement would be terminated. The “cost-efficiency watch list” denotes grantees that may be required to complete a recovery plan or are in danger of contract termination because performance is not in line with the level of service delivery included in
the original proposal per the contract requirements. There are currently two grantees on the “cost-efficiency watch list” Bayside Community Center is a new program and only began providing rides shortly before the end of this reporting period. Alpha Project also is a newer program experiencing a significant amount of growth. Over the next few months, it is expected that both grantees will experience an expanding client base that will lead to more one-way passenger trips and a decreased cost per trip. Both grantees will be required to complete a recovery plan if they are unable to attain their threshold before the next status update. SANDAG staff will continue to monitor both of these programs closely.

SANDAG Board Policy No. 035

SANDAG Board Policy No. 035 applies to all SANDAG grant programs. The intent of the policy is to hold grantees accountable to the project schedules they proposed in order to ensure fairness in the competitive process and encourage on-time project completion so the public can benefit from the project deliverables as soon as possible. Board Policy No. 035 permits extensions of up to six months to be approved by the SANDAG Executive Director, and longer extensions must be considered by the Transportation Committee.

Attachment 2 also includes a “schedule watch list,” which denotes three grantees that appear in danger of not being able to fully draw down on funds without approval of an extension request. At the current rate of draw-down, Mountain Health and Community Services would require a seven-month time extension and ElderHelp would require a nine-month time extension to draw down on all available funding. As these projects continue to experience growth, it is anticipated that neither of these grantees will continue on the “schedule watch list” for the next quarterly status update. While Bayside Community Center would require an extension based on current draw down rates, they just began operating service and costs were associated with planning and implementation. The draw down rate is anticipated to accelerate quickly in the coming months. SANDAG will continue to monitor progress on all three grants and report on any extension requests in the next quarterly status update.

Pending Grants

Due to the operating nature of the Senior Mini-Grant Program, when a new grant is awarded to continue a project that already has an existing grant, the start date of that new grant would begin upon termination of the existing grant for that same project. A number of grantees have new grants pending due to varying start dates for different projects, extension requests, and delays experienced in executing contracts in the first cycle of Senior Mini-Grant awards. SANDAG staff track anticipated start dates for new grants, which often change as the programs experience growth. Attachment 2 indicates which projects have pending grants and the anticipated start date of each new grant. SANDAG has developed language proposed to be included in the current competitive selection process to ensure that Senior Mini-Grant funds are being spent in a timely manner.
**Next Steps**

Staff will continue to monitor grantee progress relative to the grant agreements, proposals, and SANDAG Board Policy No. 035. The next update on Senior Mini-Grant status is scheduled for presentation to the ITOC in January 2015.

**Attachments:**
1. SANDAG Board Policy No. 035: Competitive Grant Program Procedures
2. Status of Active and Pending Senior Mini-Grant Projects Reporting Period through June 30, 2014

**Key Staff Contact:** Danielle Kochman, (619) 699-1921, danielle.kochman@sandag.org
COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

This Policy applies to the following grant programs administered through SANDAG, whether from TransNet or another source: Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Job Access Reverse Commute, New Freedom, and Section 5310 Elderly & Persons with Disabilities Transportation Program.

Nothing in this Policy is intended to supersede federal or state grant rules, regulations, statutes, or contract documents that conflict with the requirements in this Policy. There are never enough government grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the grantees’ ability to perform their proposed project on a timely basis into account. SANDAG intends to hold grantees accountable to the project schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

Procedures

1. Project Milestone and Completion Deadlines

   1.1. When signing a grant agreement for a competitive program funded and/or administered by SANDAG, grant recipients must agree to the project delivery objectives and schedules in the agreement. In addition, a grantee’s proposal must contain a schedule that falls within the following deadlines. Failure to meet the deadlines below may result in revocation of all grant funds not already expended. The final invoice for capital, planning, or operations grants must be submitted prior to the applicable deadline.

      1.1.1. Funding for Capital Projects. If the grant will fund a capital project, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary construction contract must be awarded within two years following execution of the grant agreement, and construction must be completed within eighteen months following award of the construction contract. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities. If no construction contract award is necessary, the construction project must be complete within eighteen months following execution of the grant agreement.

      1.1.2. Funding for Planning Grants. If the grant will fund planning, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary consultant contract must be awarded within one year following execution of the grant agreement, and the planning project must be complete within two years following award of the consultant contract. Completion of planning for purposes of this policy shall be when grantee approves the final planning project deliverable. If no
consultant contract award is necessary, the planning project must be complete within two years of execution of the grant agreement.

1.1.3 Funding for Operations Grants. If the grant will fund operations, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary services contract for operations must be awarded within one year following execution of the grant agreement, and the operations must commence within six months following award of the operations contract. If no services contract for operations is necessary, the operations project must commence within one year of execution of the grant agreement.

1.1.4 Funding for Equipment or Vehicles Grants. If the grant will fund equipment or vehicles, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary purchase contracts for equipment or vehicles must be awarded within one year following execution of the grant agreement, and use of the equipment or vehicles for the benefit of the public must commence within six months following award of the purchase contract.

2. Project Milestone and Completion Deadline Extensions

2.1. Schedules within grant agreements may include project scopes and schedules that will identify interim milestones in addition to those described in Section 1 of this Policy. Grant recipients may receive extensions on their project schedules of up to six months for good cause. Extensions of up to six months aggregate that would not cause the project to miss a completion deadline in Section 1 may be approved by the SANDAG Executive Director. Extensions beyond six months aggregate or that would cause the project to miss a completion deadline in Section 1 must be approved by the Policy Advisory Committee that has been delegated the necessary authority by the Board. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grantee must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested. The Executive Director or designee will determine whether the extension should be granted. The Executive Director’s action will be reported out to the Board in following month’s report of delegated actions.

2.1.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes.

2.1.3. If the Executive Director denies an extension request under this Section 2, the grantee may appeal within ten business days of receiving the Executive Director’s response to the responsible Policy Advisory Committee by sending the appeal to the SANDAG Program Manager.

2.1.4. Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and obligation by the grantee to return to SANDAG any unexpended funds within 30 days. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.
3. Project Delays and Extensions in Excess of Six Months

3.1. Requests for extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by the Policy Advisory Committee upon request to the SANDAG Program Manager.

3.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes. The grantee must provide the necessary information to SANDAG staff to place in a report to the Policy Advisory Committee. If sufficient time is available, and the grant utilized TransNet funds, the request will first be taken to the Independent Taxpayer Advisory Committee (ITOC) for a recommendation. The grantee should make a representative available at the meeting to present the information to, and/or answer questions from, the ITOC and Policy Advisory Committee.

3.3. The Policy Advisory Committee will only grant an extension under this Section 3 for extenuating circumstances that the grantee could not have reasonably foreseen.

4. Resolution and Execution of the Grant Agreement

4.1. Two weeks prior to the review by the Policy Advisory Committee of the proposed grants, prospective grantees must submit a resolution from their authorized governing body that includes the provisions in this Subsection 4.1. Failure to provide a resolution that meets the requirements in this Subsection 4.1 will result in rejection of the application and the application will be dropped from consideration with funding going to the next project as scored by the evaluation committee. In order to assist grantees in meeting this resolution deadline, when SANDAG issues the call for projects it will allow at least 90 days for grant application submission.

4.1.1. Grantee governing body commits to providing the amount of matching funds set forth in the grant application.

4.1.2. Grantee governing body authorizes staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.

4.2. Grantee’s authorized representative must execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee for execution. Failure to meet the requirements in this Subsection 4.2 may result in revocation of the grant award.

5. Increased Availability of Funding Under this Policy

5.1. Grant funds made available as a result of the procedures in this Policy may be awarded to the next project on the recommended project priority list from the most recent project selection process, or may be added to the funds available for the next project funding cycle, at the responsible Policy Advisory Committee’s discretion. Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for grant applications.

Adopted: January 2010
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</tbody>
</table>

- **ElderHelp**: Was granted an additional 6-month extension to draw down on all funding. ElderHelp completed the project in June 2014. Grant was executed 9/30/2014.

- **Alpha Project**: Has experienced a significant reduction in their cost/trip and continues to improve. If Alpha Project is unable to attain the performance threshold by the next quarterly status update, they will be required to complete a recovery plan.

- **FACT MedRide**: Was granted a 6-month extension to draw down on all funding. Pending status as of 9/30/2014.

- **Friends of Adult Day Health Care**: Has requested a 6-month extension to draw down on all remaining funding. Pending status as of 9/30/2014.

- **JFS North County Inland**: Was granted a 6-month extension to draw down on all funding. Pending status as of 9/30/2014.

- **Bayside Community Center**: Was granted a 6-month extension to draw down on all funding. Pending status as of 9/30/2014.

- **Friends of Adult Day Health Care**: Has requested a 6-month extension to draw down on all remaining funding. Pending status as of 9/30/2014.
### Status of Active and Pending Senior Mini-Grant Projects
#### Reporting period through June 30, 2014

<table>
<thead>
<tr>
<th>Mountain Health and Community Services - 5004340</th>
<th>Contract</th>
<th>Actual***</th>
<th>Grant Term</th>
<th>Watch List</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year 1</strong></td>
<td></td>
<td></td>
<td><strong>Year 2</strong></td>
<td>Performance</td>
<td>Cost Efficiency</td>
</tr>
<tr>
<td>Project Cost*</td>
<td>$40,581.25</td>
<td>$42,027.25</td>
<td>$21,210.11</td>
<td></td>
<td>NO</td>
</tr>
<tr>
<td>Trips</td>
<td>1,500</td>
<td>1,500</td>
<td>673</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost/Trip**</td>
<td></td>
<td></td>
<td>$34.86</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent of Funding Expended</td>
<td></td>
<td></td>
<td>25.58%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Project cost includes the Senior Mini-Grant amount and the required match amount
** Cost per trip based on first year figures
*** Cumulative to date
**** 130% of proposed first year cost/trip

At the current draw down rate, Mountain Health would require a 7 month extension to draw down on all remaining funding.
TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE AND PROPOSED GRANT AMENDMENTS

Introduction

SANDAG staff provides status updates on TransNet Smart Growth Incentive Program and Active Transportation Grant Program projects to the Independent Taxpayer Oversight Committee (ITOC), Transportation Committee, and Regional Planning Committee on a quarterly basis. The draft October 17, 2014, Transportation Committee Report (Attachment 1) provides an overview of the progress made by each grant recipient through June 30, 2014, and a description of three proposed grant amendments as noted below.

Recommendation

The ITOC is asked to recommend that the Transportation Committee approve two no-cost, time-only Active Transportation Grant Program schedule extensions for the City of Oceanside’s North Coast Transit Station Bike Station project and the City of Oceanside’s 2 Year Education, Encouragement, and Awareness project.

The ITOC also is asked to recommend that the Regional Planning Committee approve one no-cost, time-only Smart Growth Incentive Program schedule extension for the City of National City’s Eighth Street Corridor Smart Growth Revitalization project.

Next Steps

The Smart Growth Incentive Program and Active Transportation Grant Program status update is scheduled for presentation at the October 17, 2014, Transportation Committee, and November 7, 2014, Regional Planning Committee meetings. Significant ITOC comments would be conveyed at the Transportation and Regional Planning Committee meetings. The next quarterly update is scheduled for presentation to the ITOC in January 2015.

Attachment: 1. Draft October 17, 2014, Transportation Committee Report: TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Status Update and Proposed Amendments

Key Staff Contact: Suchi Mukherjee, (619) 699-7315, suchitra.mukherjee@sandag.org
TRANSPORTATION COMMITTEE
OCTOBER 17, 2014

TRANSPORTATION COMMITTEE
OCTOBER 17, 2014

AGENDA ITEM NO. 14-10-[#]

ACTION REQUESTED – APPROVE

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

File Numbers 3300100, 3300300

Introduction

This report provides an update through June 30, 2014, on projects funded by two grant programs included in the TransNet Extension Ordinance and Expenditure Plan: (1) the Active Transportation Grant Program (ATGP), and (2) the Smart Growth Incentive Program (SGIP). This report also provides information regarding ongoing oversight efforts and two proposed no-cost, time-only ATGP schedule amendments and one proposed no-cost, time-only SGIP schedule amendment.

The Transportation Committee, given its role in transportation policy issues, reviews the progress of and considers amendments to ATGP projects. The Regional Planning Committee, given its role in regional planning policy issues, reviews the progress of and considers amendments to SGIP projects. Because both programs encourage biking, walking, and transit usage and are funded by TransNet, progress on the SGIP also is shared for the Transportation Committee’s information.

On October 8, 2014, the TransNet Independent Taxpayer Oversight Committee (ITOC) reviewed the status report and proposed amendments.

Discussion

This report includes an update on the progress of both grant programs through June 30, 2014, (Attachments 1 – 4) including three amendment requests.

Active Transportation Grant Program

The TransNet Extension Ordinance specifies that ATGP funds be used “for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.”
In June 2009, SANDAG awarded $7.8 million in Transportation Development Act (TDA) and TransNet funding to 31 projects (12 planning, parking, and education program grants; and 19 capital grants) for the first cycle of this program. Of the 31 projects, 28 have been completed, one has been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program, and one was withdrawn at the grantee’s request. The one remaining project from this cycle is scheduled for completion by the end of FY 2015 (June 2015).

In September 2012, SANDAG awarded $8.8 million in TDA and TransNet funding to 25 projects (14 planning, parking, and education program grants; and 11 capital grants) for the second cycle of this program. Of the 25 projects, 4 have been completed. The remaining 21 projects are scheduled to be completed toward the beginning of FY 2017 (July 2017). At this time, two projects are requesting no-cost, time-only schedule amendments as described below.

**Proposed Active Transportation Grant Program Amendments**

The City of Oceanside is requesting a no-cost, time-only schedule amendment of 12 months for the North Coast Transit Station Bike Station Project (Attachment 5). This is the first amendment request for this project. Approval of this request would extend the grantee’s agreement expiration date from October 31, 2015, to October 31, 2016. The project schedule was delayed due to the process to award a Professional Services Agreement with the selected bike station vendor. The time extension will allow the grantee to install the bike station and commence its operation.

The City of Oceanside also is requesting a no-cost, time-only schedule amendment of 12 months for the 2 Year Education, Encouragement, and Awareness Project (Attachment 6). This is the first amendment request for this project. Approval of this request would extend the grantee’s agreement expiration date from July 31, 2015, to July 31, 2016. The project schedule was delayed due to difficulties scheduling outreach activities with partnering schools and class cancellations resulting from wildfires earlier this year. The time extension will allow the grantee to complete the number of outreach activities specified in the grantee’s proposal.

Per Section 3 of SANDAG Board Policy No. 035 (Attachment 7), the Transportation Committee reviews ATGP extension requests and grant amendments for extenuating circumstances that the grantee could not have reasonably foreseen.

Pending a recommendation from the ITOC on October 8, 2014, the Transportation Committee will be asked to approve the two ATGP amendment requests.

**Smart Growth Incentive Program**

The SGIP was established through the TransNet Extension Ordinance “to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use.”

In May 2009, SANDAG awarded $9.4 million in funding to 14 projects (six planning grants and eight capital grants) for the first cycle of the SGIP. Of the 13 projects that went forward (one project was withdrawn at the grantee’s request), eight have been completed, two have been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program, and the remaining three projects are scheduled to be completed by the end of FY 2015 (June 2015).
Of the projects in progress, one is requesting a no-cost, time-only schedule amendment as described below.

In June 2013, SANDAG awarded $9.6 million in funding to 13 projects (seven planning grants and six capital grants) for the second cycle of the SGIP. Grant agreements for all projects have been executed and work is under way. Currently, the 13 projects are scheduled to be completed by the end of FY 2017 (June 2017).

Proposed Smart Growth Incentive Program Amendment

The City of National City is requesting a no-cost, time-only schedule amendment of six months for the Eighth Street Smart Growth Revitalization project (Attachment 8). This is the fourth amendment request for this project. Approval of this request would extend the grantee’s agreement from December 31, 2014, to June 30, 2015. The grantee has continued to experience various construction issues, including utility undergrounding issues. The time extension will allow the grantee to complete the project.

Prior amendment requests are summarized below:

- The first project extension was approved by staff to amend the agreement expiration date from February 29, 2012, to February 28, 2013 (12 months)

- The second project extension was approved by the Regional Planning Committee to amend the agreement expiration date from February 28, 2013, to June 30, 2014 (16 months)

- The third project extension was approved by the Regional Planning Committee to amend the agreement expiration date from June 30, 2014, to December 30, 2014 (6 months)

Per Section 3 of SANDAG Board Policy No. 035, the Regional Planning Committee reviews SGIP extension requests and grant amendments for extenuating circumstances that the grantee could not have reasonably foreseen.

Pending a recommendation from the ITOC on October 8, 2014, the Regional Planning Committee will be asked to approve the SGIP amendment request.

Grant Monitoring and Oversight

Staff reviews quarterly reports to ensure that grantees are making timely progress with respect to the key milestones identified in Board Policy No. 035: Competitive Grant Program Procedures governing the timely use of grant funds, and their respective grant agreements. The “Watch List” column in Attachments 1 – 4 is used to identify those grantees in danger of missing their scheduled milestone dates and that have not yet worked with SANDAG staff to take corrective action. Delays in tasks leading up to either the award of a contract or project completion also may result in placement of grantees on the watch list. Five staff-level amendments for the ATGP and two for the SGIP are being processed per Board Policy No. 035: Competitive Grant Program Procedures as noted in Attachments 1 – 4.
In addition, staff reviews project deliverables for consistency with the agreed-upon scopes of work. Status updates are presented to ITOC and the Transportation and Regional Planning Committees on a quarterly basis.

During the past several grants status reports, Regional Planning Committee, Transportation Committee, and ITOC members directed staff to consider process improvements to better ensure that projects are delivered in a timely manner. In response to Recommendation No. 15 included in the FY 2012 TransNet Triennial Performance Audit conducted by the ITOC, staff is establishing a formalized process for site visits with grantees to improve performance over the course of grant implementation.

Next Steps

Pending approval by the Transportation Committee, staff will execute the proposed ATGP and SGIP amendments. The next status update on the ATGP and SGIP will be provided in the January 2015 timeframe.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachments:

2. Status of FY 2011–FY 2012 (Cycle 2) TransNet/TDA ATGP Projects
5. City of Oceanside Amendment Request for North Coast Transit Station Bike Station
6. City of Oceanside Amendment Request for 2 Year Education, Encouragement, and Awareness Project
7. Board Policy No. 035: Competitive Grant Program Procedures
8. City of National City Amendment Request for Eighth Street Corridor Smart Growth Revitalization

Key Staff Contact: Suchi Mukherjee, (619) 699-7315, suchi.mukherjee@sandag.org
### FY 2009 - FY 2010 Active Transportation Grant Program Projects (In Progress)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Original Contract Expiration Date</th>
<th>Current Contract Expiration Date</th>
<th>Watch List**</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego</td>
<td>Commercial Street Streetscape Project</td>
<td>CAPITAL: Provides new sidewalks, curbs, trees, light, furniture, traffic calming devices, a gateway element, and public plazas around the perimeter of a proposed mixed use/mixed income development in Logan Heights.</td>
<td>$893,000.00</td>
<td>12/01/12</td>
<td>06/01/14</td>
<td>06/01/15</td>
<td>No</td>
<td>Project is making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Installation of Audible Pedestrian Signals &amp; Countdown Pedestrian Signals</td>
<td>CAPITAL: Installs audible pedestrian signals &amp; countdown pedestrian signals at twenty-one signalized intersections in the City of Carlsbad.</td>
<td>$150,660.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2012</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Chula Vista Bikeway Master Plan Update</td>
<td>Planning: Updates the City of Chula Vista's existing bikeway network.</td>
<td>$150,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2011</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Sidewalk Safety Program - I Street Sidewalk Improvements</td>
<td>CAPITAL: Installs ADA sidewalks and pedestrian ramps.</td>
<td>$115,220.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
</tr>
<tr>
<td>Coronado</td>
<td>Coronado Bicycle Master Plan</td>
<td>Planning: Plans for existing and future bicycle facilities within the City of Coronado.</td>
<td>$75,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2011</td>
</tr>
<tr>
<td>Escondido</td>
<td>Downtown Escondido Bike Racks</td>
<td>BIKE PARKING: Installs bike lockers and decorative bike racks at Escondido City Hall and various locations throughout the downtown business and retail core.</td>
<td>$14,378.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - OCTOBER 2011</td>
</tr>
<tr>
<td>Escondido</td>
<td>Ash Street Undercrossing</td>
<td>CAPITAL: Constructs an undercrossing at Ash Street/SR 78 for the Escondido Creek Channel Bike Path.</td>
<td>$457,357.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2012</td>
</tr>
<tr>
<td>Escondido</td>
<td>Escondido Creek Bike Path</td>
<td>CAPITAL: Installs a Class I bike path from Escondido Transit Center to Centre City Parkway.</td>
<td>$524,100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Project withdrawn in July 2012 based on the request of the City of Escondido.</td>
</tr>
<tr>
<td>Escondido</td>
<td>Escondido Creek Bike Path Lighting and Restricting</td>
<td>CAPITAL: Installs lighting and restriping for the existing Class I bike path along Escondido Creek Channel from Broadway to Ash Street.</td>
<td>$157,500.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<td>Escondido</td>
<td>West Bernardo Bike Path &amp; Cantilever</td>
<td>CAPITAL: Installs a Class I bike path and trail connection as the second phase of the Lake Hodges Bikeway Access Project.</td>
<td>$1,425,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2011</td>
</tr>
<tr>
<td>La Mesa</td>
<td>La Mesa Bicycle Facilities Master Plan</td>
<td>Planning: Plans for existing and future bicycle facilities within the City of La Mesa.</td>
<td>$75,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2012</td>
</tr>
<tr>
<td>La Mesa</td>
<td>Spring Street Trolley Station Pedestrian Access Improvements</td>
<td>CAPITAL: Provides pedestrian improvements to reduce conflicts between pedestrians entering and exiting the Spring Street Trolley Station and motor vehicles.</td>
<td>$88,000.00</td>
<td></td>
<td></td>
<td></td>
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<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
</tr>
<tr>
<td>La Mesa</td>
<td>La Mesa Trolley Station Pedestrian Access Improvements</td>
<td>CAPITAL: Reconfigures the intersection between La Mesa Boulevard and El Cajon Boulevard to reduce pedestrian crossing distances and incorporates additional streetscape enhancements.</td>
<td>$361,000.00</td>
<td></td>
<td></td>
<td></td>
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<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
</tr>
<tr>
<td>National City</td>
<td>National City Bicycle Master Plan</td>
<td>Planning: Plans for existing and future bicycle facilities within the City of National City.</td>
<td>$50,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2011</td>
</tr>
<tr>
<td>National City</td>
<td>Sweetwater River Bike Path Gap Closure Design - Plaza Bonita Road</td>
<td>CAPITAL: Prepares the Environmental Document and Final Design Plans for a Class I bike path on Plaza Bonita Road.</td>
<td>$130,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - DECEMBER 2010</td>
</tr>
<tr>
<td>San Diego</td>
<td>UCSD Bicycle/Pedestrian Master Plan</td>
<td>Planning: Creates a comprehensive bicycle and pedestrian plan to link campus commuters to the City of San Diego's bicycle and pedestrian paths, local transit stops, and regional transit stations.</td>
<td>$75,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - APRIL 2012</td>
</tr>
<tr>
<td>San Diego</td>
<td>Bicycle Detection at Signalized Intersections</td>
<td>CAPITAL: Installs bicycle detection systems and pavement markings at 20 signalized locations in the City of San Diego.</td>
<td>$73,500.00</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - MAY 2012</td>
</tr>
<tr>
<td>San Diego</td>
<td>Pedestrian &amp; Bicycle Safety Education Program</td>
<td>SUPPORT: Provides pedestrian and bicycle safety classes at elementary and middle schools citywide.</td>
<td>$290,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2013</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
<td>Grant Amount</td>
<td>Contract Execution Date</td>
<td>ORIGINAL Contract Expiration Date</td>
<td>CURRENT Contract Expiration Date*</td>
<td>Watch List**</td>
<td>Status</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>San Diego</td>
<td>San Diego Pedestrian Master Plan Phase 4</td>
<td>PLANNING: Develops a pedestrian master plan for several communities in the City of San Diego, including San Ysidro, Midway, Old Town, Ocean Beach, College, Pacific Beach, and Kensington.</td>
<td>$ 150,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - APRIL 2013</td>
</tr>
<tr>
<td>San Diego</td>
<td>EIR &amp; Feasibility Study for Bike Master Plan Update</td>
<td>PLANNING: Provides the EIR for the City of San Diego's Bicycle Master Plan Update.</td>
<td>$ 150,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - DECEMBER 2013</td>
</tr>
<tr>
<td>San Diego</td>
<td>Kelton Road Midblock Pedestrian Improvements Project</td>
<td>CAPITAL: Installs bulbouts and in-pavement lighted crosswalk on Kelton Road between Zircon Street and Luber Street, at the entrance of Johnson Elementary School</td>
<td>$ 248,400.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - NOVEMBER 2013</td>
</tr>
<tr>
<td>San Diego/ Caltrans</td>
<td>SR 15 Bike Path Final Design &amp; Environmental Document</td>
<td>CAPITAL: Provides the final design and environmental documentation for a Class I bikeway along the east side of SR 15 between Camino Del Rio South and Adams Avenue.</td>
<td>$ 350,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - OCTOBER 2012</td>
</tr>
<tr>
<td>San Marcos</td>
<td>Barham Drive Urban Trail Improvement Project</td>
<td>CAPITAL: Designs and constructs an urban trail on the south side of Barham Drive from Twin Oaks Valley Road to the CSUSM SPRINT Station and provides pedestrian enhancements.</td>
<td>$ 700,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Locker Wireless Communication</td>
<td>SUPPORT: Establishes a wireless connection at transit centers that have electronic bicycle lockers.</td>
<td>$ 50,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Locker Retrofits &amp; Upgrades</td>
<td>SUPPORT: Installs electronic lockers at various station locations along the Blue Line Trolley.</td>
<td>$ 50,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Map Printing &amp; Distribution</td>
<td>PLANNING: Funds the printing and distribution of the San Diego Regional Bike Map.</td>
<td>$ 25,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JULY 2010</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bayshore Bikeway Segments 7 &amp; 8</td>
<td>CAPITAL: Constructs 1.78 miles of a Class I regional bike facility.</td>
<td>$ 1,078,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2012</td>
</tr>
<tr>
<td>Santee</td>
<td>Carlton Oaks Drive Class II Bike Lanes</td>
<td>CAPITAL: Modifies the existing striping on Carlton Oaks Drive to install new Class II bike lanes.</td>
<td>$ 30,200.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2010</td>
</tr>
<tr>
<td>Vista</td>
<td>Inland Rail Trail Phase III - Right-of-Way Engineering</td>
<td>CAPITAL: Provides the right-of-way engineering for a multi-use facility along the SPRINT line.</td>
<td>$ 500,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2010</td>
</tr>
<tr>
<td>Vista</td>
<td>Safe Pedestrian Crossing at Longshore Drive</td>
<td>CAPITAL: Builds an enhanced pedestrian crossing in front of Rancho Buena Vista High School.</td>
<td>$ 50,649.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2011</td>
</tr>
<tr>
<td>Vista</td>
<td>Boys &amp; Girls Club Sidewalk Improvements</td>
<td>CAPITAL: Builds new sidewalk and a pedestrian crossing to the Vista Boys and Girls Club and Vista Academy of the Performing Arts.</td>
<td>$ 146,844.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2011</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
### Status of FY 2011 - FY 2012 (Cycle 2) TransNet / TDA Active Transportation Grant Program Projects

**Reporting period through June 30, 2014**

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>ORIGINAL Contract Expiration Date</th>
<th>CURRENT Contract Expiration Date</th>
<th>Watch List**</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>Active Village Campaign</td>
<td>SUPPORT: Develops a multi-media campaign to promote the benefits of walking and biking in Carlsbad and Carlsbad Village, and aims to increase bicycling and walking for everyday trips, improve connectivity and create a pilot program that is scalable for other cities in the region.</td>
<td>$271,211.00</td>
<td>02/14/13</td>
<td>04/30/14</td>
<td>04/30/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Carlsbad CATS</td>
<td>PLANNING: Develops a comprehensive active transportation implementation strategy (CATS) for livable streets. The plan will be tested by implementing up to five pilot projects.</td>
<td>$150,000.00</td>
<td>02/22/13</td>
<td>12/31/14</td>
<td>12/31/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions up to six months. Staff is processing a six month extension for this project to 06/30/15 to allow additional time for the grantee to complete the city-wide implementation strategy for the plan.</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Coastal Rail Trail - Reach 1</td>
<td>CAPITAL: Enhances safety and improves circulation and access for all modes of transportation between Carlsbad and Oceanside across a natural barrier and completes the northern sections of the Coastal Rail Trail into Oceanside.</td>
<td>$800,000.00</td>
<td>02/14/13</td>
<td>07/31/14</td>
<td>01/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Main Street Streetscape Master Plan</td>
<td>PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$299,981.00</td>
<td>03/28/13</td>
<td>09/30/14</td>
<td>03/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>4th Street Community Corridor</td>
<td>CAPITAL: Provides roughly 2.0 miles of Class II bicycle facilities, including bicycle detector loops and bicycle boxes. The project includes installation of high-visibility crosswalks, and traffic calming elements.</td>
<td>$450,000.00</td>
<td>03/05/13</td>
<td>07/31/16</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>Bicycle Parking Enhancements</td>
<td>BIKE PARKING: Installs bicycle racks throughout National City's bicycle network, providing cyclists with secure and convenient parking for end-of-trip storage.</td>
<td>$50,000.00</td>
<td>03/05/13</td>
<td>07/31/16</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>D Avenue Corridor</td>
<td>CAPITAL: Provides approximately 2.5 miles of Class II and III bicycle facilities, including bicycle detector loops and bicycle boxes at all signalized intersections. The project also includes installation of high-visibility crosswalks and traffic calming elements.</td>
<td>$600,000.00</td>
<td>03/05/13</td>
<td>07/31/16</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Oceanside</td>
<td>2 Year Education, Encouragement, and Awareness Project</td>
<td>SUPPORT: Provides adult and student education for active transportation skills and concepts, bilingual Public Service Announcements, and bike route maps of Oceanside bike facilities.</td>
<td>$180,808.00</td>
<td>03/13/13</td>
<td>07/31/15</td>
<td>07/31/15</td>
<td>No</td>
<td>Grantee is requesting a no-cost, time-only schedule extension of twelve months to 07/31/16 for consideration by the Transportation Committee.</td>
</tr>
<tr>
<td>Oceanside</td>
<td>Mission Avenue Improvements</td>
<td>CAPITAL: Provides a mix of bicycle, pedestrian, and roadway improvements including: increased sidewalk width with curb bulb-outs, streetscape improvements, and Class III bicycle improvements.</td>
<td>$1,500,000.00</td>
<td>03/22/13</td>
<td>05/31/14</td>
<td>11/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
<td>Grant Amount</td>
<td>Contract Execution Date</td>
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</tr>
<tr>
<td>10 Oceanside</td>
<td>North Coast Transit Station Bike Station</td>
<td>BIKE PARKING: Provides a 200 sq. ft. bike station for 30 bicycles to provide secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week.</td>
<td>$100,000.00</td>
<td>03/13/13</td>
<td>10/31/15</td>
<td>10/31/15</td>
<td>No</td>
<td>Grantee is requesting a no-cost, time-only schedule extension of twelve months to 10/31/16 for consideration by the Transportation Committee.</td>
</tr>
<tr>
<td>11 Oceanside</td>
<td>Oceanside Boulevard Transit Access &amp; Beautification</td>
<td>CAPITAL: Improves the sidewalk and landscaping along Oceanside Boulevard, facilitating pedestrian access to transit stations and destinations.</td>
<td>$400,000.00</td>
<td>03/11/13</td>
<td>09/30/14</td>
<td>09/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>12 San Diego</td>
<td>Chollas Creek to Bayshore Bikeway - Multi-Use Path Design</td>
<td>CAPITAL: Provides environmental review and design for an envisioned Class I Multi-Use Path to connect between Southeastern San Diego, Barrio Logan, the San Diego Bay and Downtown San Diego for everyday non-motorized travel.</td>
<td>$441,250.00</td>
<td>02/21/13</td>
<td>12/31/14</td>
<td>12/31/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six month extension for this project to 06/30/14 to allow additional time for the grantee to complete the technical studies for the environmental document.</td>
</tr>
<tr>
<td>13 San Diego</td>
<td>Linda Vista CATS</td>
<td>PLANNING: Develops a Comprehensive Active Transportation Strategy (CATS) for the Linda Vista Community Planning Area, providing direct and convenient connections to various destinations, while increasing bicyclist and pedestrian safety.</td>
<td>$300,000.00</td>
<td>02/21/13</td>
<td>03/31/16</td>
<td>03/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>14 San Diego</td>
<td>Microwave Bicycle Detection (The Intersector)</td>
<td>CAPITAL: Installs microwave-based bicycle detection devices at 17 intersections that distinguish between bicycles and vehicles and adjusts signal timing to better accommodate cyclists.</td>
<td>$200,000.00</td>
<td>06/11/13</td>
<td>04/30/14</td>
<td>10/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>15 San Diego</td>
<td>San Diego River Bike Path &amp; Mission Center Boulevard Improvement: Pedestrian Hybrid Beacon</td>
<td>CAPITAL: Improves pedestrian safety with the installation of the Pedestrian Hybrid Beacon using the ‘Hawk Signal’ at the project intersection.</td>
<td>$293,000.00</td>
<td>06/11/13</td>
<td>12/31/14</td>
<td>12/31/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six month extension for this project to 06/30/15 due to sensitive habitat issues associated with construction.</td>
</tr>
<tr>
<td>16 San Diego</td>
<td>Downtown Complete Streets Mobility Plan</td>
<td>PLANNING: Establishes a comprehensive Complete Streets approach for downtown San Diego.</td>
<td>$300,000.00</td>
<td>04/11/13</td>
<td>11/30/14</td>
<td>11/30/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six month extension for this project to 5/31/15 to allow additional time for the planning process.</td>
</tr>
<tr>
<td>17 San Marcos</td>
<td>Bicycle and Pedestrian Master Plan</td>
<td>PLANNING: Identifies needed improvements to the existing network and new routes to provide bicycle and pedestrian connectivity.</td>
<td>$80,000.00</td>
<td>02/21/13</td>
<td>12/31/14</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>18 San Marcos</td>
<td>San Marcos Boulevard Complete Street Multi-Way Boulevard</td>
<td>PLANNING: Project creates a multi-modal transportation corridor and prepares a set of Complete Street concepts for the future re-development of San Marcos Boulevard.</td>
<td>$124,000.00</td>
<td>03/01/13</td>
<td>02/28/15</td>
<td>02/28/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>19 Santee</td>
<td>San Diego River Trail - South Side of the San Diego River</td>
<td>CAPITAL: Improves trail by installing a Class I bike path with decomposed granite shoulders for pedestrians.</td>
<td>$281,750.00</td>
<td>02/14/13</td>
<td>11/30/14</td>
<td>11/30/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a four month extension for this project to 03/31/15 due to sensitive habitat issues associated with construction.</td>
</tr>
</tbody>
</table>
## Status of FY 2011 - FY 2012 (Cycle 2) TransNet / TDA Active Transportation Grant Program Projects

Reporting period through June 30, 2014

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
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</tr>
</thead>
<tbody>
<tr>
<td>20 Solana Beach</td>
<td>Comprehensive Active Transportation Strategy (CATS)</td>
<td>PLANNING: Comprehensive update of the bicycle master plan, and consideration of pedestrian facilities and traffic calming needs, especially around schools, transit and commercial neighborhoods.</td>
<td>$ 136,000.00</td>
<td>02/20/13</td>
<td>06/30/14</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>21 Vista</td>
<td>Bicycle Master Plan</td>
<td>PLANNING: Updates the City of Vista's 2002 Bicycle Master Plan. Provides connections to neighboring bikeways in adjacent communities of Oceanside, Carlsbad, San Marcos, and unincorporated parts of the County.</td>
<td>$ 150,000.00</td>
<td>03/28/13</td>
<td>07/31/14</td>
<td>01/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>22 Carlsbad</td>
<td>Bike the Village: 100 Racks</td>
<td>BIKE PARKING: Builds upon the Carlsbad Village's Bike Rack Pilot Program and other related capital improvement projects in the vicinity and installs 80 additional custom racks and 6 bike corrals.</td>
<td>$ 33,000.00</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - JULY 2013</td>
</tr>
<tr>
<td>23 Del Mar</td>
<td>Bike Parking Facilities</td>
<td>BIKE PARKING: Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city.</td>
<td>$ 25,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2014</td>
</tr>
<tr>
<td>24 Imperial Beach</td>
<td>Eco-Bikeway 7th &amp; Seacoast</td>
<td>CAPITAL: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.</td>
<td>$ 1,500,000.00</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - NOVEMBER 2014</td>
</tr>
<tr>
<td>25 Santee</td>
<td>Town Center Parkway/ Olive Lane/ Prospect Avenue Bike Project</td>
<td>CAPITAL: Improves safety for bicyclists by installing Class II bike lanes, narrowing vehicle lanes, adding bike lanes at intersections and adjusting video detection to detect bicycles.</td>
<td>$ 134,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2014</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
### Status of FY 2009 - FY 2010 Smart Growth Incentive Program Projects (In Progress)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
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<th>Watch List**</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>National City</td>
<td>8th Street Corridor Smart Growth Revitalization</td>
<td>CAPITAL: Improves bicycle and pedestrian access from the 8th Street Trolley to the National City Town Center and enhances streetscape for public markets and other civic events along the corridor.</td>
<td>$2,000,000.00</td>
<td>01/26/10</td>
<td>02/28/12</td>
<td>12/31/14</td>
<td>No</td>
<td>Grantee is requesting a no-cost, time-only schedule extension of six months to 06/30/15 for approval by the Regional Planning Committee.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Chollas Triangle Master Plan</td>
<td>PLANNING: Provides a master plan with specific land use and mobility recommendations to encourage a mixed-use, transit-oriented village supported by park, open space, and creek enhancements.</td>
<td>$275,000.00</td>
<td>02/04/10</td>
<td>09/30/12</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Park Boulevard/City College/San Diego High Pedestrian &amp; Transit Access Improvements</td>
<td>CAPITAL: Improves safety and walkability for pedestrians and improves transit access near the entrances for two urban schools: City College and San Diego High.</td>
<td>$300,000.00</td>
<td>05/23/11</td>
<td>02/28/12</td>
<td>02/28/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Industrial Boulevard Bike Lane &amp; Pedestrian Improvements</td>
<td>CAPITAL: Provides sidewalk and bicycle improvements near Harborside School and the Palomar Blue Line Trolley Station.</td>
<td>$283,900.00</td>
<td>PROJECT COMPLETE - JULY 2012</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Chula Vista</td>
<td>Third Avenue Streetscape Implementation Project</td>
<td>CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.</td>
<td>$2,000,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Palomar Gateway District Specific Plan &amp; EIR</td>
<td>PLANNING: Plans for smart growth development and the EIR necessary to allow the implementation of transit-oriented development around the Palomar Street Trolley Station.</td>
<td>$399,632.00</td>
<td>PROJECT COMPLETE - JUNE 2013</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>Lemon Grove Trolley Plaza</td>
<td>CAPITAL: Improves pedestrian access from buses to the Trolley and integrates planned mixed-use development around the station area.</td>
<td>$1,895,000.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2014</td>
<td></td>
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</tr>
<tr>
<td>San Diego</td>
<td>Mid-City SR 15 BRT Station Area Planning Study</td>
<td>PLANNING: Analyzes the development potential, proposes urban design guidelines, and creates a nonmotorized access plan for the SR 15 BRT station areas in Mid-City.</td>
<td>$225,000.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2013</td>
<td></td>
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</tr>
<tr>
<td>San Diego</td>
<td>Euclid &amp; Market Village Master Plan</td>
<td>PLANNING: Provides a focused mobility and land use master plan for the Orange Line Trolley station area at Market Street.</td>
<td>$400,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>San Diego</td>
<td>Imperial Avenue &amp; Commercial Street Corridor Plan</td>
<td>PLANNING: Produces a new land use and mobility strategy for the corridor with urban design guidelines for streetscape and development projects.</td>
<td>$400,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>4th &amp; 5th Avenue/Nutmeg Pedestrian Crossing &amp; Traffic Calming</td>
<td>CAPITAL: Enhances pedestrian crossing with curb extensions and in-pavement flashing crosswalks.</td>
<td>$577,000.00</td>
<td>Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan Early Action Program.</td>
<td></td>
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</tr>
<tr>
<td>San Diego</td>
<td>4th Avenue/Quince Street Pedestrian Crossing &amp; Traffic Calming</td>
<td>CAPITAL: Enhances pedestrian crossing with curb extensions and in-pavement flashing crosswalks.</td>
<td>$231,000.00</td>
<td>Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan Early Action Program.</td>
<td></td>
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</tr>
<tr>
<td>San Diego</td>
<td>Park Boulevard/Essen Street Pedestrian Crossing &amp; Traffic Calming</td>
<td>CAPITAL: Improves safety, walkability, and transit access for the intersection of Park Boulevard and Essen Street by providing pop-outs and an in-pavement lighted crosswalk.</td>
<td>$224,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
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</tr>
<tr>
<td>1 Chula Vista</td>
<td>Healthy Communities Program</td>
<td>PLANNING: Develops a city-wide Healthy Communities Program to inform amendments to the General Plan and other key implementation documents. Also includes the preparation of design concepts for a Healthy Corridors Pilot Project.</td>
<td>$ 100,000.00</td>
<td>01/15/14</td>
<td>01/15/16</td>
<td>01/15/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>2 Chula Vista</td>
<td>Third Avenue Streetscape Implementation Project Phase 2</td>
<td>CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.</td>
<td>$ 1,344,671.00</td>
<td>01/24/14</td>
<td>09/24/15</td>
<td>09/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>3 Imperial Beach</td>
<td>Palm Avenue Mixed-Use &amp; Commercial Corridor Master Plan</td>
<td>PLANNING: Proposes the transformation of the Palm Ave/SR-75 corridor into a “Main Street” through public right-of-way improvements, traffic calming, and pedestrian, bicycle, and transit enhancements. Involves the preparation of preliminary designs and environmental documentation.</td>
<td>$ 400,000.00</td>
<td>01/24/14</td>
<td>07/24/15</td>
<td>07/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>4 La Mesa</td>
<td>Downtown Village Streetscape Improvement Project</td>
<td>CAPITAL: Enhances the La Mesa Downtown Village area by constructing a variety of streetscape improvements and a new public plaza.</td>
<td>$ 2,000,000.00</td>
<td>02/11/14</td>
<td>12/11/15</td>
<td>12/11/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>5 Lemon Grove</td>
<td>Main Street Promenade Extension Planning Project</td>
<td>PLANNING: Proposes multi-modal enhancements to the Main Street Promenade Extension corridor and creates opportunities for recreation and social gathering. Includes the preparation of preliminary designs and environmental documentation.</td>
<td>$ 400,000.00</td>
<td>01/08/14</td>
<td>01/08/16</td>
<td>01/08/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>6 National City</td>
<td>Downtown-Westside Community Connections</td>
<td>CAPITAL: Enhances National City’s right-of-way by providing streetscape improvements and incorporating placemaking features such as public art.</td>
<td>$ 2,000,000.00</td>
<td>08/15/13</td>
<td>08/15/15</td>
<td>08/15/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>7 San Diego</td>
<td>East Village Green/14th Street Promenade Master Plan</td>
<td>PLANNING: Develops a master plan for East Village Green, Downtown San Diego’s largest proposed open space, and the 14th Street Promenade, a proposed linear park, to provide a safe pedestrian and bicycle connection between City College and Barrio Logan.</td>
<td>$ 300,000.00</td>
<td>02/11/14</td>
<td>01/11/16</td>
<td>01/11/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>8 San Diego</td>
<td>Island Avenue Green Street Mobility Improvements</td>
<td>CAPITAL: Constructs a series of widened sidewalks and corner bulb-outs along Island Avenue.</td>
<td>$ 1,000,000.00</td>
<td>02/15/14</td>
<td>12/11/14</td>
<td>12/11/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six-month extension for this project to 6/1/2015 for to allow the grantee additional time to obtain the necessary permit and proceed with construction.</td>
</tr>
<tr>
<td>9 San Diego</td>
<td>Morena Boulevard Station Area Study Phase 2</td>
<td>PLANNING: Supports mixed-use, transit-oriented development in the Mid-Coast Trolley Line station areas by preparing amendments to Linda Vista and Clairmont Mesa planning documents, processing rezones, and developing a programmatic environmental document.</td>
<td>$ 400,000.00</td>
<td>01/21/2014</td>
<td>01/21/2016</td>
<td>01/21/2016</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>10 San Diego</td>
<td>The Complete Boulevard Planning Study</td>
<td>PLANNING: Studies two primary areas along the Boulevard Rapid Bus line and proposes improvements that can contribute to the sustainability, economic vitality, and well-being of the surrounding communities.</td>
<td>$ 171,617.00</td>
<td>01/21/14</td>
<td>01/21/17</td>
<td>01/21/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>11 San Diego</td>
<td>Wayfinding Signage</td>
<td>CAPITAL: Installs approximately 300 new wayfinding signs throughout Downtown San Diego to direct residents, visitors and workers to popular destinations.</td>
<td>$ 335,329.00</td>
<td>02/11/14</td>
<td>03/11/15</td>
<td>03/11/15</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six-month extension for this project to 09/1/15 to allow the grantee additional time to bid the project according to amended Construction Contracting Policies between the City of San Diego and Civic San Diego.</td>
</tr>
<tr>
<td>12 San Marcos</td>
<td>Armorlite Complete Street Corridor</td>
<td>CAPITAL: Constructs multi-modal improvements along Armorlite Drive, a Class I bike path on the North side of the street, and the extension of Class II or III bike facilities to the Mission Sports Park.</td>
<td>$ 1,000,000.00</td>
<td>12/30/13</td>
<td>08/30/15</td>
<td>08/30/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>13 Vista</td>
<td>Vista Downtown Specific Plan Update</td>
<td>PLANNING: Updates the Vista Downtown Specific Plan to support smart growth and multi-modal connections.</td>
<td>$ 148,383.00</td>
<td>01/24/14</td>
<td>04/24/15</td>
<td>04/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.

12
October 1, 2014

Ms. Susan Baldwin
Senior Regional Planner
401 B Street, Suite 800
San Diego, CA 92101

Subject: Request for Amendment to TDA/ TransNet Active Transportation Grant (ATG) Program Agreement No. 5001750 for the North Coast Transit Station Bike Station Project

Dear Ms. Baldwin:

The City of Oceanside requests that you amend our project schedule, Attachment “A”, in our ATG Program Agreement for the North Coast Transit Station Bike Station Project by approving our project extension request. The North Coast Transit Station Bikestation Project is a low-cost, secure, indoor bike parking facility for commuter and recreational bicyclists. This facility will be the first of its kind in the City of Oceanside and will help encourage bicycling throughout the City by providing useful and practical parking amenities.

Due to following extenuating circumstances, the City of Oceanside formally requests a one year project extension in order to meet the grant requirements and complete the project:

- A delay in our project occurred due to issues that arose during the procurement of this project/facility
  - The City’s procurement policy does not adequately address this type of project/facility. This project does not explicitly adhere to any of the categories listed in the City Council approved policy as the project includes both material purchases and consultant services
    - As such, a new type of contract/agreement had to be generated and approved by City Council, therefore resulting in delays in the advertisement and award of this project

Based on these circumstances, and the City of Oceanside request for project extension, the North Coast Transit Station Bikestation Project will be completed in October 2016. The City of Oceanside does not anticipate any additional project delays.

Sincerely,

[Signature]

Darra Woods
Assistant Traffic Engineer

cc: David DiPierro, City Traffic Engineer
October 1, 2014

Susan Baldwin
Senior Regional Planner
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

RE: Request for Amendment to the Transportation Development Act/Transnet Active Transportation Grant Program Grant Agreement No. 5001749 for City of Oceanside 2 Year Education/Encouragement/Awareness Project

The City of Oceanside requests a one year extension to June 2016 to complete the requirements detailed in the grant schedule. There are three main projects within the grant: 1) Elementary School Education, 2) Adult Education and 3) Public Service Announcements promoting biking. The project also provides funding to promote the City of Oceanside Bike Station that will provide bike parking at the North County Transit Center.

**Elementary School Education:** The program consists of twenty school safety assemblies and weekend bike rodeos. Six of the twenty scheduled bike education projects have been completed. The program requires coordination with elementary schools to arrange for school class time to conduct the safety assemblies that precedes the weekend bike rodeos. The scheduling of the assemblies and rodeos has been difficult due to other competing school activities and priorities. Additionally, the North County brush fires in May forced the cancellation of two bike rodeos due to air quality. Seven school rodeos are scheduled for the period from October 2014 to June 2015 for a total of thirteen to be completed. A one-year extension will allow the completion of the seven additional rodeos.

**Adult Education:** The grant calls for twenty-four monthly adult education classes to be conducted. To date we have held thirteen classes. The program consists of three hours in the classroom and six hours on the road. If our one-year extension to complete our elementary school education is granted, we have sufficient funds in the grant to continue the adult education for an additional year.

**Public Service Announcements:** The grant included five public service announcements to promote safe bike riding. Two of the five PSA’s have been completed and are airing on KOCT-TV. The other three PSA’s have been scripted, videoed and are in editing. Completion is scheduled in November of 2014.
Oceanside Bike Station Promotion: The grant also includes funding to promote the City of Oceanside Bike Station. Thirty one-year memberships were to be provided to promote the station beginning in September 2014. Due to the unanticipated delay in the completion the bike station, we expect the memberships to begin in November/December of this year.

The elementary and adult education programs have been well received by the community and the League of American Bicyclists has recognized Oceanside on having one of the best bike education programs in the nation. While the grant greatly benefits our local schools, the adult education program draws participants throughout San Diego County. We urge your approval to provide the one year extension to allow us to complete the elementary school education and continue the adult education through June 2016.

Please let us know if any additional information is needed to support our request.

Respectfully,

Howard LaGrange
Bicycle and Pedestrian Coordinator

cc: Suchitra Mukherjee, SANDAG Regional Planner
David DiPerro, City of Oceanside Traffic Engineer
COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

This Policy applies to the following grant programs administered through SANDAG, whether from TransNet or another source: Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Job Access Reverse Commute, New Freedom, and Section 5310 Elderly & Persons with Disabilities Transportation Program.

Nothing in this Policy is intended to supersede federal or state grant rules, regulations, statutes, or contract documents that conflict with the requirements in this Policy. There are never enough government grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the grantees' ability to perform their proposed project on a timely basis into account. SANDAG intends to hold grantees accountable to the project schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

Procedures

1. Project Milestone and Completion Deadlines

   1.1. When signing a grant agreement for a competitive program funded and/or administered by SANDAG, grant recipients must agree to the project delivery objectives and schedules in the agreement. In addition, a grantee's proposal must contain a schedule that falls within the following deadlines. Failure to meet the deadlines below may result in revocation of all grant funds not already expended. The final invoice for capital, planning, or operations grants must be submitted prior to the applicable deadline.

      1.1.1. Funding for Capital Projects. If the grant will fund a capital project, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary construction contract must be awarded within two years following execution of the grant agreement, and construction must be completed within eighteen months following award of the construction contract. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities. If no construction contract award is necessary, the construction project must be complete within eighteen months following execution of the grant agreement.

      1.1.2. Funding for Planning Grants. If the grant will fund planning, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary consultant contract must be awarded within one year following execution of the grant agreement, and the planning project must be complete within two years following award of the consultant contract. Completion of planning for purposes of this policy shall be when grantee approves the final planning project deliverable. If no consultant contract award is necessary, the
planning project must be complete within two years of execution of the grant agreement.

1.1.3 Funding for Operations Grants. If the grant will fund operations, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary services contract for operations must be awarded within one year following execution of the grant agreement, and the operations must commence within six months following award of the operations contract. If no services contract for operations is necessary, the operations project must commence within one year of execution of the grant agreement.

1.1.4 Funding for Equipment or Vehicles Grants. If the grant will fund equipment or vehicles, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary purchase contracts for equipment or vehicles must be awarded within one year following execution of the grant agreement, and use of the equipment or vehicles for the benefit of the public must commence within six months following award of the purchase contract.

2. Project Milestone and Completion Deadline Extensions

2.1. Schedules within grant agreements may include project scopes and schedules that will identify interim milestones in addition to those described in Section 1 of this Policy. Grant recipients may receive extensions on their project schedules of up to six months for good cause. Extensions of up to six months aggregate that would not cause the project to miss a completion deadline in Section 1 may be approved by the SANDAG Executive Director. Extensions beyond six months aggregate or that would cause the project to miss a completion deadline in Section 1 must be approved by the Policy Advisory Committee that has been delegated the necessary authority by the Board. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grantee must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested. The Executive Director or designee will determine whether the extension should be granted. The Executive Director’s action will be reported out to the Board in following month’s report of delegated actions.

2.1.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes.

2.1.3. If the Executive Director denies an extension request under this Section 2, the grantee may appeal within ten business days of receiving the Executive Director’s response to the responsible Policy Advisory Committee by sending the appeal to the SANDAG Program Manager.

2.1.4. Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and obligation by the grantee to return to SANDAG any unexpended funds within 30 days. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.
3. Project Delays and Extensions in Excess of Six Months

3.1 Requests for extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by the Policy Advisory Committee upon request to the SANDAG Program Manager.

3.2 A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes. The grantee must provide the necessary information to SANDAG staff to place in a report to the Policy Advisory Committee. If sufficient time is available, and the grant utilized TransNet funds, the request will first be taken to the Independent Taxpayer Advisory Committee (ITOC) for a recommendation. The grantee should make a representative available at the meeting to present the information to, and/or answer questions from, the ITOC and Policy Advisory Committee.

3.3 The Policy Advisory Committee will only grant an extension under this Section 3 for extenuating circumstances that the grantee could not have reasonably foreseen.

4. Resolution and Execution of the Grant Agreement

4.1 Two weeks prior to the review by the Policy Advisory Committee of the proposed grants, prospective grantees must submit a resolution from their authorized governing body that includes the provisions in this Subsection 4.1. Failure to provide a resolution that meets the requirements in this Subsection 4.1 will result in rejection of the application and the application will be dropped from consideration with funding going to the next project as scored by the evaluation committee. In order to assist grantees in meeting this resolution deadline, when SANDAG issues the call for projects it will allow at least 90 days for grant application submission.

4.1.1 Grantee governing body commits to providing the amount of matching funds set forth in the grant application.

4.1.2 Grantee governing body authorizes staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.

4.2 Grantee’s authorized representative must execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee for execution. Failure to meet the requirements in this Subsection 4.2 may result in revocation of the grant award.

5. Increased Availability of Funding Under this Policy

5.1 Grant funds made available as a result of the procedures in this Policy may be awarded to the next project on the recommended project priority list from the most recent project selection process, or may be added to the funds available for the next project funding cycle, at the responsible Policy Advisory Committee’s discretion. Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for grant applications.

Adopted: January 2010
September 30, 2014

Susan Baldwin  
Senior Regional Planner  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  

RE: Request for Amendment to TransNet Smart Growth Incentive Program (SGIP) Grant Agreement No. 5001347 for the National City 8th Street Corridor Smart Growth Revitalization Project

National City’s 8th Street Corridor Smart Growth Revitalization Project is approximately 70% complete with construction. However, based on continued delays by several of the utility companies and issues with our prime construction contractor, we will need additional time to complete the project. Therefore, National City respectfully requests a project schedule extension to June 30, 2015. See attached revision to the project summary table. We appreciate your consideration and look forward to providing a formal presentation of our request to the Independent Taxpayer Oversight Committee on October 8th and the Regional Planning Committee on November 7th.

Sincerely,

[Signature]

Stephen Manganiello  
Director of Public Works / City Engineer

Attachment:  
Revised Summary Table

cc. Suchitra Mukherjee, SANDAG Regional Planner  
Leslie Deese, City Manager  
Brad Raulston, Executive Director
<table>
<thead>
<tr>
<th>Task</th>
<th>Deliverables</th>
<th>Start Date</th>
<th>Completion Date</th>
<th>SANDAG Funds</th>
<th>Matching Funds</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Execute grant agreement</td>
<td>Grant agreement</td>
<td>July 2009</td>
<td>January 2010</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>2a.</td>
<td>Prepare construction plans for utility undergrounding (SDG&amp;E)</td>
<td>100% plans</td>
<td>January 2010</td>
<td>February 2012</td>
<td>$ -</td>
<td>$ 200,000</td>
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<tr>
<td>2b.</td>
<td>Prepare construction plans for sewer replacement / upsizing</td>
<td>100% plans</td>
<td>July 2011</td>
<td>February 2012</td>
<td>$ -</td>
<td>$ 65,000</td>
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<td>3.</td>
<td>Prepare construction plans for remaining project improvements (50%)</td>
<td>50% plans</td>
<td>March 2010</td>
<td>July 2010</td>
<td>$ -</td>
<td>$ 120,000</td>
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<tr>
<td>4.</td>
<td>Conduct public workshop</td>
<td>Meeting notification &amp; summaries</td>
<td>October 2010</td>
<td>October 2010</td>
<td>$ -</td>
<td>$ 5,000</td>
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<tr>
<td>5a.</td>
<td>Award construct contract for Phase 1</td>
<td>City Council resolution</td>
<td>February 2012</td>
<td>March 2012</td>
<td>$ -</td>
<td>$ 5,000</td>
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<td>5b.</td>
<td>Utility undergrounding construction</td>
<td>Notice of completion</td>
<td>July 2010</td>
<td>May 2011</td>
<td>$ -</td>
<td>$ 1,000,000</td>
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<td>5c.</td>
<td>Sewer replacement / upsizing construction</td>
<td>Notice of completion</td>
<td>April 2012</td>
<td>June 2013</td>
<td>$ -</td>
<td>$ 1,500,000</td>
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<tr>
<td>6.</td>
<td>Public presentation (Phases 1 &amp; 2)</td>
<td>Meeting notification &amp; summaries</td>
<td>August 2010</td>
<td>September 2011</td>
<td>$ -</td>
<td>$ 5,000</td>
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<td>7.</td>
<td>Prepare construction plans &amp; specs for remaining project improvements (90%)</td>
<td>90% plans &amp; specs</td>
<td>August 2010</td>
<td>March 2012</td>
<td>$ -</td>
<td>$ 200,000</td>
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<td>8.</td>
<td>Prepare construction plans &amp; specs for remaining project improvements (100%)</td>
<td>100% plans &amp; specs</td>
<td>January 2011</td>
<td>October 2012</td>
<td>$ -</td>
<td>$ 30,000</td>
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<td>9.</td>
<td>Award construction contract for Phase 2</td>
<td>City Council resolution</td>
<td>November 2011</td>
<td>December 2011</td>
<td>$ -</td>
<td>$ 5,000</td>
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<td>10.</td>
<td>Construction for remaining project improvements</td>
<td>Notice of completion</td>
<td>May 2014</td>
<td>June 2014</td>
<td>$ -</td>
<td>$ 1,500,000</td>
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<td></td>
<td>Total (original)</td>
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<td></td>
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<td></td>
<td>Total (new)</td>
<td></td>
<td></td>
<td></td>
<td>$ 2,000,000</td>
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PROGRESS REPORT ON TransNet EARLY ACTION PROGRAM PROJECTS

Introduction

This report provides an overview of the TransNet Early Action Program (EAP) projects in terms of cost control, schedule adherence, industry trends, and performance measures. This overview fulfills the Independent Taxpayer Oversight Committee (ITOC) requirement defined in the TransNet Extension Ordinance and addresses recommendations from the first and second TransNet Triennial Performance Audits to review project and program performance. TransNet EAP projects are designed to improve mobility on the region’s major transportation corridors.

Discussion

The SANDAG TransNet Project Office monitors the progress of the TransNet EAP projects. Project expenditures are tracked against the project budgets approved by the Board of Directors, and critical path project schedules are compared against baseline schedules. The Project Office assesses transportation industry trends, develops performance measures, and operates the TransNet Dashboard reporting system that provides cost, schedule, trend, and performance information for the TransNet EAP. The Dashboard can be accessed at KeepSanDiegoMoving.com.

Schedule Adherence

Rapid bus service between San Diego State University and Downtown San Diego via El Cajon Boulevard and Park Boulevard will begin service on Sunday, October 12, 2014. The new Rapid service will operate every 10 minutes during weekday rush hours, and every 15 minutes during non-rush hours and on weekends.

Rapid bus service between Escondido and the Gilman Transit Center at UC San Diego will begin service on Monday, October 13, 2014. The service will utilize the Interstate 15 (I-15) Express Lanes and Mira Mesa Boulevard for its route. The new Rapid service will operate every 15 minutes during weekday rush hours from 6:30 to 11 a.m. and from 2:30 to 7 p.m.

The construction contract for Segment 4 of the Bayshore Bikeway was awarded on August 22, 2014. This segment will construct 0.6 miles of new bikeway along Harbor Drive from 32nd Street to Vesta Street in the City of San Diego.
The construction contract for Sweetwater Bikeway – Plaza Bonita Segment is scheduled to be awarded in October 2014. A one-half mile section of bike path will be constructed on Plaza Bonita Road from Bonita Mesa Road to south of Sweetwater Road. The new bike path is scheduled to be open to the public in March 2015.

A ribbon-cutting ceremony was held on October 1, 2014, for the I-15 Mira Mesa Direct Access Ramp (DAR) and Bus Rapid Transit Station. The Mira Mesa DAR will link the I-15 Express Lanes to Hillery Drive, adjacent to the Miramar College Transit Station. The new Miramar College Transit Station will include enhanced bus staging areas, shelters, and next bus notification signage.

In July 2014, the construction contract for the Roadway Segment of the State Route 76 (SR 76) East project was awarded and construction is scheduled to begin in October. The project will widen and realign SR 76 to a four-lane highway from Mission Road to the newly improved SR 76/I-15 interchange. The open to public date is scheduled for July 2018.

In August 2014, the California Coastal Commission approved the Public Works Plan for the Interstate 5 (I-5) North Coast Corridor. The plan lays out a blueprint for implementing a $6 billion 40-year program of rail, highway, transit, bicycle, pedestrian, and coastal resource improvements that span 27 miles of the Northern San Diego County coastline from La Jolla to Oceanside.

The new South Bay Bus Maintenance Facility is scheduled to open by the end of October 2014. The facility, which covers 10.6 acres, includes new administration and maintenance buildings, and a new bus wash facility. The facility will increase the maintenance capacity from 174 to 240 buses.

Bids are scheduled to be opened on October 9, 2014, for the I-5/Genesee Avenue Interchange project. The project was redesigned after initial bids came in higher than the Engineer’s estimate. The project will construct a new, longer, and wider Genesee Avenue Bridge and includes reconstruction of interchange and ramps, construction of retaining walls, and a Class I bicycle facility between Voigt Drive and Sorrento Valley Road. The project is scheduled to be open to public in June 2017.

Additional TransNet EAP project schedule information can be viewed in the TransNet Dashboard. Updated monthly schedules are compared to the baseline schedules, which are established for a given phase at the time the phase is fully funded.

Cost Control

A total of $101.5 million was spent on TransNet EAP projects in the second quarter of 2014. Expenditures during the second quarter of 2012 totaled $143.8 million, representing the peak quarter in the nine-year history of the TransNet EAP. During the second quarter of 2014, there was significant construction activity on the following projects: South Bay Bus Maintenance Facility, Blue Line Trolley Station Rehabilitation, Sorrento Valley Double Track, Interstate 805 (I-805) South 2High-Occupancy-Vehicle (HOV), and I-805 North 2HOV. There was also significant engineering effort on Mid-Coast Corridor Transit and I-5 North 2HOV.

Expenditures are remaining within the Board-approved budgeted amounts for all TransNet EAP projects. Charts showing actual expenditures against budgets can be viewed in the TransNet Dashboard.
**Trends**

The average number of bidders on Caltrans projects is a good indication of the level of competition for transportation project construction work. More competition usually means better bid prices. The average number of bidders on Caltrans projects over $5 million for the second quarter of 2014 is 6.1. The average number of bidders remains well above a low of 3.2 bidders experienced during the third quarter of 2006. The Caltrans 12-month construction index is up 27 percent from this time last year representing an increase in the price of construction. While the Caltrans index is an indicator, SANDAG has not experienced a broad increase in local prices.

**Transportation Performance Measures**

Based on recommendations provided in both the first and second TransNet Triennial Performance Audits, performance improvements to I-5, I-15, I-805, and State Route 52 continue to be monitored in the TransNet Dashboard. Vehicle hours of delay are compared to corridor volume measured in vehicle miles traveled. Data from the Caltrans freeway detector system is used to generate the performance charts. The charts indicate that the improvements made to the freeways continue to provide substantial delay savings. Performance measures for transit improvements are under development.

Key Staff Contact: Richard Chavez, (619) 699-6989, richard.chavez@sandag.org
PROPOSED FY 2015 PROGRAM BUDGET AMENDMENT: File Number 1223014
SR 15 COMMUTER BIKE FACILITY PROJECT

Introduction

The SR 15 Commuter Bike Facility (CIP 1223014) is a one-mile project to be constructed along the east side of SR 15, from Adams Avenue to Camino DelRio South in the City of San Diego. The project was previously funded through design with TransNet – Bicycle, Pedestrian, and Neighborhood Safety Program funds.

Recommendation

The Independent Taxpayer Oversight Committee is asked to review the proposed budget amendment for consistency with the TransNet Extension Ordinance.

Next Steps

At the October 17, 2014, meeting, the Transportation Committee is scheduled to recommend the proposed budget amendment for Board approval. Following Board approval of the proposed budget amendment, a 2014 Regional Transportation Improvement Program amendment would be processed to program the funds accordingly.


Key Staff Contact: Gustavo Dallarda, (619) 688-6738, Gustavo.Dallarda@dot.ca.gov
PROPOSED FY 2015 PROGRAM BUDGET AMENDMENT:  
SR 15 COMMUTER BIKE FACILITY PROJECT

Introduction

The SR 15 Commuter Bike Facility Project (1223014) is a one-mile bike path to be constructed along the east side of SR 15, from Adams Avenue to Camino Del Rio South, in the City of San Diego (Attachment 1). The project was previously funded through design with TransNet – Bicycle, Pedestrian, and Neighborhood Safety Program funds. The current construction estimate, including capital, construction management and administration, is approximately $13.1 million.

At its September 25, 2014, meeting, the Board of Directors recommended that the California Transportation Commission fund the SR 15 Commuter Bike Facility project with $1.8 million in Regional Active Transportation Program (ATP) funds for construction of the project. An additional $11.33 million is needed, along with the $1.8 million in Regional ATP funds, to complete the project. These funds would supplement the existing $1.335 million in TransNet funds previously approved by the Board for the design phase, for a new total budget of approximately $14.65 million.

Discussion

The SR 15 Commuter Bike Facility would connect communities in the Mid-City area of the City of San Diego with the major employment, retail, commercial, education, and entertainment destinations in the city’s Mission Valley area. Currently, the only commuter bike route access between these areas is Fairmount Avenue, which has high speed conflicts, and Texas Street, which has high speed conflicts and a very steep, sustained grade. The proposed bike facility has an average grade of 4.8 percent, which is less than half as steep as the Texas Street alternative route.

Due to the existing terrain, more than half the length of the project requires retaining walls, some up to 20 feet tall. Concrete barrier is required along the full length of the facility to separate cyclists from motorized vehicles on the freeway.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2015 Program Budget to increase the SR 15 Commuter Bike Facility Project (CIP 1223014) by $1.8 million in Regional Active Transportation Program funds and $11.33 million in TransNet funding in substantially the same form as Attachment 2.
The proposed facility will connect to bike routes along Camino del Rio South, Adams Avenue, and the planned bike route that runs parallel to SR 15 from Landis Street to Adams Avenue. These routes provide access to many transit stops, including the future Rapid Transit stations at El Cajon Boulevard and University Avenue and the Mid-City Rapid 215, which is scheduled to begin service this month.

**Next Steps**

Pending Board of Directors approval, the project will be ready to advertise for construction in April 2015. The facility is expected to be open to the public in January 2017.

JIM LINTHICUM
Director of Mobility Management and Project Implementation

Attachments:
1. SR 15 Commuter Bike Facility Project Map
2. Proposed Budget Amendment for CIP 1223014, SR 15 Commuter Bike Facility

Key Staff Contact: Gustavo Dallarda, (619) 688-6738, gustavo.dallarda@dot.ca.gov
**PROPOSED FY 15 BUDGET**

### Project Number: 1223014  
**RTIP Number: CAL330**  
**Project Name: SR 15 Commuter Bike Facility**  
**Corridor Director: Gustavo Dallarda**  
**Project Manager: Andrew Rice**  
**PM Phone Number: (619) 688-3284**

#### PROJECT SCOPE

Construct one mile bike facility.

#### SITE LOCATION

![Site Location Map]

#### PROGRESS TO DATE

- The construction contract to be advertised in April 2015.

#### MAJOR MILESTONES

- Draft Environmental Document: N/A
- Final Environmental Document: Mar-12
- Ready to Advertise: Apr-15
- Begin Construction: Aug-15
- Open to Public: Jan-17
- Close-Out: Jun-21

### SANDAG EXPENDITURE PLAN ($000)

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The construction contract to be advertised in April 2015.
STATE ROUTE 125 STATUS REPORT

Introduction

In December 2011, SANDAG acquired the State Route 125 (SR 125) tolling franchise as part of its strategy to manage congestion in South County. The acquisition was funded through loans from the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and the TransNet program. The Board’s plan was to mitigate congestion growth on local streets and the parallel segment of Interstate 805 (I-805) by shifting traffic to the toll road. The approach would deliver the congestion mitigation planned through the construction of a second carpool lane along that segment of the I-805 corridor a decade ahead of schedule.

The Board implemented its strategy by using the project funds planned for the second carpool lane to pay down the TransNet debt, which allowed the Board to reduce tolls on SR 125 at the beginning of FY 2013. The SR 125 program is obligated to pay back the $64 million balance of the TransNet loan with interest over the life of the 30-year program. Accordingly, staff provides updates to the Independent Taxpayer Oversight Committee regarding the status of debt service payments and provides information on the program’s traffic and revenue performance.

This report provides a status update on the program’s performance during FY 2014 and early FY 2015 results (Attachment 1).


Key Staff Contact: Scott Koblentz, (619) 710-4006, scott.koblentz@sandag.org
STATE ROUTE 125 STATUS REPORT

Introduction

In December 2011 the SANDAG Board of Directors made the strategic acquisition of the State Route 125 (SR 125) tolling franchise to assist with congestion management in South County. The Board’s strategy was to increase utilization of the facility and thereby mitigate congestion growth on local streets and the parallel segment of Interstate 805 (I-805). The Board implemented its strategy by reducing tolls on SR 125 at the beginning of FY 2013. This report provides a status update on the continued results of the program efforts.

Discussion

As part of the strategic plan for the acquisition of SR 125, the Board of Directors’ three goals for the program were: (1) to increase usage of SR 125; (2) to maximize divergence from I-805; and (3) for the program to be fiscally responsible. Since SANDAG took ownership at the end of 2011, staff has been working towards meeting the program goals through ongoing marketing efforts and fiscal practices. SANDAG continually reviews the Board’s traffic and fiscal targets to measure the success of the program results. Staff has been closely monitoring customer growth, operating costs, and usage of the facility, as reported below.

FY 2014 Results

Performance through FY 2014 was in line with the Board’s goals and on track with the required long-term growth. Traffic exceeded 13.5 million trips and earned $25.3 million in toll revenue, both exceeding targets for the year. A key metric in evaluating performance is average weekday traffic, which grew to over 41,300 trips per day, exceeding FY 2013 average traffic by almost 16 percent.

Customer accounts and transponders grew by 33 percent and 41 percent respectively, contributing to the increased usage of the toll road and reduced demand on adjacent facilities. Staff was able to maintain operating costs while managing growth, finishing the year 15 percent under budget.

The positive performance of the program during the year enabled SANDAG to meet its requirements for covering operating costs, funding project reserves, and making scheduled debt service payments.
Performance Results Since Acquisition

The program has experienced success in each fiscal year since acquisition. SANDAG has been actively marketing the benefits of SR 125 and leveraging efforts with the I-15 Express Lanes. As a result of these marketing and outreach efforts, SANDAG has been able to steadily add new customers and increase usage of the toll road by 61 percent since FY 2011.

While this is only the third year of a 30 year program, early results show the Board’s plan is working. Growth in traffic is needed to meet the required debt service payments, which dictate the program achieve a minimum revenue growth of 5.7 percent per year. The program’s performance to date is deferring the need to increase toll rates at this time, but staff is monitoring performance and projections to proactively inform the Transportation Committee when the tolls will need to be adjusted.

Next Steps

Staff will continue business development and marketing efforts to attract and retain customers and to further increase use of the road. The early success has allowed staff to accelerate efforts to address the deficiencies identified in the tolling system at acquisition and to consider improved connectivity with State Routes 11 and 905. Staff also is using this success to look at options for reducing ongoing electrical costs at the operations center by deploying solar panel carports in the parking lot. Staff will report back to the Transportation Committee on the program’s FY 2015 mid-year performance in the spring of 2015.

SAMUEL JOHNSON
Director of Operations

Key Staff Contact: Steve Castillo, (619) 710-4005, steve.castillo@sandag.org
NORTH COAST CORRIDOR PROJECT UPDATE  

**Introduction**

On August 13, 2014, the California Coastal Commission unanimously approved the North Coast Corridor (NCC) Federal Consistency Certification; Local Coastal Program amendments for the four affected corridor cities, including San Diego, Encinitas, Carlsbad, and Oceanside; and the Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP).

The NCC Project and the PWP/TREP represent ten years of collaboration with the California Coastal Commission, six local cities, state and federal resource agencies, and the community. The PWP/TREP includes a package of highway, rail, transit, bike/pedestrian, environmental and coastal access improvements over the next 30 years along the NCC comprising a 27-mile stretch from La Jolla to Oceanside. The document serves as the master permit and implementation blueprint for the $6.5 billion NCC Program. The PWP/TREP is a single, integrated regulatory document that is being used to streamline project review that could otherwise require multiple coastal development permits.

At the October 8, 2014, Independent Taxpayer Oversight Committee meeting, Caltrans staff will present an update on the NCC, including completion of the PWP and efforts under way to procure the services of a Construction Manager/General Contractor for construction of the phase 1 improvements (Attachment 1).

**Attachment:** 1. Draft October 17, 2014, Transportation Committee Report: North Coast Corridor Project Update

**Key Staff Contact:** Allan Kosup, (619) 688-3611, allan.kosup@dot.ca.gov
NORTH COAST CORRIDOR PROJECT UPDATE

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The next step in implementation is construction of the NCC, expected to begin in mid- to late-2015. Efforts are under way to procure the services of a Construction Manager/General Contractor (CM/GC) for construction of these improvements. The CM/GC procurement includes the extension of the existing carpool lanes on Interstate 5 (I-5) to State Route 78 (SR 78); replacement of the I-5 San Elijo and Batiquitos lagoon bridges; several bike/pedestrian improvements; the San Elijo Lagoon Restoration (conditional upon environmental clearance, funding, and Board approval); and the replacement of the San Elijo and Batiquitos lagoon rail bridges. The CM/GC projects are in addition to other NCC Phase 1 projects such as the I-5 Genesee and the Sorrento Valley Double Track.

Discussion

North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program

The NCC is approximately a 30-mile long transportation corridor in northern San Diego County. This transportation corridor includes both I-5 and the Los Angeles – San Diego – San Luis Obispo Rail (LOSSAN) Corridor which is the second busiest intercity passenger rail corridor in the United States. This corridor is the economic lifeline for the region and carries over 700,000 people a day. The existing infrastructure is focused on single occupant vehicles and the interstate is heavily congested.
throughout the day including weekends. Additionally, approximately 50 percent of the LOSSAN corridor is single track limiting the region’s ability to add new services.

In addition to the importance of the corridor from a transportation perspective, the corridor also is critical from a natural resource, recreational, and community perspective. The corridor is typically within a mile of the beach and as such is within the California Coastal Zone. The corridor is the home of 525,000 people and crosses through six cities (San Diego, Solana Beach, Del Mar, Encinitas, Carlsbad, and Oceanside). The NCC also crosses six coastal lagoons and five creeks and rivers, as well as associated open space and other coastal habitat areas. It also is the home of several endangered and threatened species. As such the project is under the jurisdiction of multiple federal, state, and local agencies.

Approximately ten years ago, the Federal Highway Administration, Caltrans, and SANDAG, initiated a joint agency effort to develop and entitle an integrated system of rail, transit, highway, bike/pedestrian, and environmental improvements for the corridor. In 2004, this effort was facilitated by selection of the NCC as one of six corridors under the President’s Environmental Streamlining Executive Order.

The effort culminated on August 13, 2014, with the California Coastal Commission unanimously adopting the PWP/TREP. These improvements meet the project and stakeholder objectives of 1) providing new competitive transportation options to the Single Occupant Vehicle; 2) improved coastal access; 3) reduced congestion; and, 4) enhanced coastal resources.

The PWP/TREP balances the corridor’s transportation needs while preserving one of California’s most scenic coastal areas. This plan is the result of a unique collaboration between project sponsors, Environmental Protection Agency, state and federal resource agencies, the California Coastal Commission, local jurisdictions and the public. The NCC PWP/TREP is a single integrated document that establishes a framework for the comprehensive planning, reviewing, and permitting of the NCC’s transportation, community, and resource enhancement projects. The NCC PWP allows these improvements to be analyzed as an integrated and coordinated system, with the goal of optimizing the suite of improvements so that transportation goals are met in a manner that maintains and enhances public access to coastal resources and recreational facilities, and sensitive coastal resources are protected and enhanced to provide regional benefits.

**North Coast Corridor Construction Manager/General Contractor Procurement**

In an effort to minimize impacts to the environment, reduce projects risks, and take advantage of multiple projects in the same area, Caltrans and SANDAG will construct highway, rail, environmental, and bike and pedestrian improvements concurrently under the CM/GC procurement method.

The CM/GC scope of improvements include constructing one high-occupancy-vehicle lane in each direction from Lomas Santa Fe Drive to SR 78; replacement of the MacKinnon Avenue Overcrossing; construction of a direct access ramp and multi-use facility at Manchester Avenue; replacement of the San Eijo and Batiquitos lagoon highway bridges; and construction of soundwalls. The CM/GC agreement also includes double tracking the LOSSAN rail line from Control Point (CP) Cardiff to CP Craven across San Elijo Lagoon and from CP Ponto to CP Moonlight across Batiquitos Lagoon in addition to the replacement of the rail bridges over the Batiquitos and San Elijo lagoons. In
addition, as conditional work subject to environmental clearance and funding, the contractor will perform the restoration of the San Elijo Lagoon.

Next Steps

Over the next few months the CM/GC contractor will assist in identifying design and construction opportunities and will provide an estimated construction cost. Caltrans and SANDAG will continue collaboration with the cities and resource agencies on project status and decisions. The project is anticipated to break ground in mid- to late- 2015.

JIM LINTHICUM
Director of Mobility Management and Project Implementation

Key Staff Contact: Allan Kosup, (619) 688-3611, allan.kosup@dot.ca.gov
NORTH COAST TRANSIT STATION BIKESTATION PROJECT

Purpose and Goals

- Indoor/ Covered Bicycle Parking
- Secure/ Safe/ Accessible
- Encourage/ Promote bicycling by providing useful and practical parking amenities
Project Location – Aerial View

Project Location – Street View

- City Parking Lot (Lot 27)
  - Adjacent to the North County Transit Station
  - Adjacent to the Coastal Rail Trail
  - 4 Vehicle Parking = 20 Bicycle Parking
1 Year Project Extension Request

- Project delay occurred due to issues that arose during the City’s procurement process
  - The City's procurement policy does not adequately address this type of project/facility
  - This project does not adhere to any of the categories listed in the policy, as the project includes both material purchases and consultant services
- A new type of contract/agreement had to be generated and approved by City Council

Project’s Next Steps

- Bikestation installation – Beginning 2015
- Bikestation fully operational – Beginning 2015
Request for 1 Yr Extension to July 2016

City of Oceanside
Education/Encouragement/Awareness
2 Yr Grant

3 Main Projects within the Grant

* Elementary School Education: 20 Safety Assemblies and Rodeos
* Adult Education: 24 Classes
* Public Service Announcements: 5 PSA’s
Elementary Education

Assemblies and Rodeos: 6 of 20 Completed
Request 1 Yr Extension to Complete

School Assemblies

School Rodeos

Traffic School 101: 13 of 24 Classes Completed
On Schedule / Over 250 Graduates

3 Hours Classroom 6 Hours on the Road
Public Service Announcements

Bike Shorts PSAs: 2 of 5 Completed
On Schedule

• Smart Cycling (TS101 Promotion): Completed
• Fun of Biking: Completed
• Bike Safety: In Final Production
• Commuting to Work: In Final Production
• Sharing the Road: In Final Production

League of American Bicyclists
Recognition

*Best Educational Program*

“No city has more educational programming for kids and adults than the City of Oceanside. Two of the key instructors, Howard LaGrange and Steve Tisdale, both city employees and both League Cycling Instructors (LCIs). Howard and Steve also work closely with RAAM champion Pete Penseyres, who continues to volunteer thousands of hours.”

Steve Clark, League of American Bicyclists
National City 8th Street Corridor Smart Growth Revitalization Project

(TransNet SGIP Grant Agreement No. 5001347)

Request for Amendment
ITOC Meeting
October 8, 2014

**Project Overview**

- Executed Grant Agreement No. 5001347 with SANDAG in January 2010
- Awarded Construction Contract for Phase I in March 2012
  - Phase I – Utility Undergrounding & Sewer Replacement / Upsizing (Complete)
- Awarded Construction Contract for Phase II in June 2013
  - Phase II – Smart Growth Streetscape Enhancements (70% Complete)
- Requesting Amendment to Project Schedule
  - Delays with Utility Companies
  - Issues with Contractor’s Performance – Staffing, Safety, Traffic Control, Pedestrian/ADA Access
  - Extend Project Completion from December 2014 to June 2015
Project Benefits

- Strengthen the physical and visual link between the 8th Street Trolley Station and Downtown National City to encourage walking, bicycling and transit use
- Enhance pedestrian safety, access and mobility
- Reduce vehicle speeds through traffic calming
- Improve parking and access to local businesses
- Enhance the public realm through creation and activation of public open spaces
- Invigorate “Smart Growth” redevelopment and revitalize a critical transit and pedestrian corridor for the benefit of local businesses, residents, visitors and the region as a whole

Project Improvements

- Road Diet w/ left-turn pockets
- Wider sidewalks
- Bike lanes
- Corner bulb-outs
- Enhanced parking
- New street lights
- Landscaping
- Storm water treatment
- Utility undergrounding
- Sewer upsizing
- Enhanced signing and striping
- Benches and bike racks
Project Improvements

Questions?
Proposed FY 2015 Program Budget Amendment: SR 15 Commuter Bike Facility Project

Independent Taxpayer Oversight Committee

October 8, 2014
The Independent Taxpayer Oversight Committee is asked to review the proposed budget amendment for consistency with the *TransNet* Extension Ordinance.
State Route 125
Status Update

October 8, 2014 – ITOC

FY 2014
Performance Results

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Performance Results Since Acquisition
Fiscal

- Toll revenues met targets
- Operating expenses under budget
- Debt service obligations paid
- Reserve funding commitments met

Performance Results Since Acquisition
Growth in Traffic Trips

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<td>FY 2012</td>
<td>13,557,128</td>
</tr>
</tbody>
</table>

61% Increase
I-805 Diversion Study Results

HALF of the growth on SR 125 resulted from diversion from I-805

Performance Results Since Acquisition
Accounts and Transponders

SR 125 ADT
May 2012: 27,000
I-805 Diversion: 2,000
+ Natural Growth: 2,000
October 2012: 31,000

Accounts
Transponders

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accounts</td>
<td>27,150</td>
<td>35,958</td>
<td>44,204</td>
</tr>
<tr>
<td>Transponders</td>
<td>41,406</td>
<td>62,406</td>
<td>83,958</td>
</tr>
</tbody>
</table>

41% Increase
33 % Increase
Toll Rates Reduced
Still a Long Road Ahead of Us…

Adopted Financial Plan

- Major Maintenance Reserve Deposits (Acquisition)
- Capital Expenditure and Extraordinary Reserve Deposits
- TIFIA & TransNet Debt Service
- Operating Costs (Acquisition)

Next Steps

- Continue addressing tolling system needs
- Business development and marketing efforts
- Explore use of solar energy to reduce facility costs
- Report back to Transportation Committee
North Coast Corridor Program Scope

- 30-year, $6 billion comprehensive and sustainable solution for the region that integrates:
  - Express Lanes on I-5
  - Double tracking the rail line
  - Integrated bike, pedestrian, and habitat improvements
A Blueprint for the North Coast Corridor

Agency/Stakeholder Mutual Goals

- Improve coastal access
- Enhance habitat
- Retain coastal character
- Holistic, integrated approach
- Balanced solution to ensure net benefit to coastal environment
Checks and Balances

• Performance reporting
• Phasing plan ensures balanced approach
• Flexibility to adapt to changed circumstances
• Dialogue continues, it’s a 40-year program of improvements

Batiquitos Lagoon
Opportunities and Integration

- Improve coastal access
- Improve tidal flushing

Manchester Ave. Bridge (before)

Site Purchased; Restoration Plan Underway
- Hallmark (east/west)
- Dean Family Trust
- Laser Property
- La Costa Property
- Deer Canyon II (site in escrow)
- San Dieguito Lagoon W19 (environmental review underway)

Restoration Projects in EIR/EIS Process
- San Elijo Lagoon (draft out for review)
- Buena Vista Lagoon (draft to be released November 2014)

Endowment Account and Oversight Committee to be Established
- Batiquitos Lagoon Inlet Maintenance
- Los Peñasquitos Lagoon Inlet Maintenance

Bridge Optimization Studies Complete
- San Elijo Rail/Highway
- Batiquitos Rail/Highway
- Buena Vista Rail/Highway

1. Lomas Santa Fe to Birmingham Drive
2. Birmingham Drive to Leucadia Boulevard
3. Leucadia Boulevard to Palomar Airport Road
4. Palomar Airport Road to SR-78

Railroad Phase 1 (2015-2018) - $115 million (est.)
- Batiquitos Lagoon Double Track
- San Elijo Lagoon Double Track Platform

Environment Phase 1 (2015-2018) - $70 million (est.)
- San Elijo Lagoon Restoration Project

Construction Manager/General Contractor (CM/GC)

Benefits of Using CM/GC
- Improved cost control
- Risk reduction and allocation
- Common understanding of project goals, constraints and opportunities
- Schedule optimization
- Collaboration
- Model to implement innovation
Projects Under Development

Over 25 projects currently under development in the corridor:
- 11 rail and transit
- 10 environmental and coastal access
- 4 highway
- TDM plan to reduce demand

Next Steps

- Flatiron-Skanska-Stacy and Witbeck selected as the CMGC contractor: Oct, 2014 ✓
- Break ground on I-5/Genesee Project: Jan. 2015
- Break ground on I-5 HOV Project: Mid-late 2015
- Sorrento Valley Double Track Project open to traffic: Fall 2015
<table>
<thead>
<tr>
<th>Committee / Date / Item # / Title</th>
<th>Major Corridor Project: Interstate 5 (I-5) North Coast Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITOC May 17, 2006 Item # 4</td>
<td>Caltrans staff provided a presentation reviewing I-5 NCC project.</td>
</tr>
<tr>
<td><em>TransNet Major Corridor Update: I-5</em></td>
<td></td>
</tr>
<tr>
<td>ITOC September 16, 2008 Item # 4</td>
<td>Staff provided an overview of the proposed agreement that would allow Caltrans to use SANDAG on-call engineering consultants for preliminary engineering for the I-5/SR 56 Interchange Improvement project. The ITOC recommended approval to the Board of Directors.</td>
</tr>
<tr>
<td>Transportation Committee September 19, 2008 Item # 10</td>
<td>Staff provided the same presentation as was presented at the September 2008 ITOC meeting. The Transportation Committee recommended that the Board of Directors authorize the Executive Director to sign an agreement with Caltrans for preliminary engineering for the I-5/SR 56 Interchange Improvement Project.</td>
</tr>
<tr>
<td>Board of Directors September 26, 2008 Item # 14</td>
<td>Staff provided the same presentation as was presented at the September 2008 ITOC and Transportation Committee meetings. The Board approved authorizing the Executive Director to sign an agreement with Caltrans for preliminary engineering for the I-5/SR 56 Interchange Improvement Project.</td>
</tr>
<tr>
<td>ITOC July 8, 2009 Item # 9</td>
<td>Staff provided an overview of a proposal to continue design work for a series of projects. With the successful competition for various federal and state transportation funds, including the federal American Recovery and Reinvestment Act and the Proposition 1B state bonds, much of the design work that was made ready for the competitions had been depleted. The ITOC recommended that the Board approve programming <em>TransNet</em> funds for design phase improvements on various projects, including the I-5 NCC.</td>
</tr>
<tr>
<td>Transportation Committee July 17, 2009 Item # 7</td>
<td>Staff presented the same report that was provided at the July 2009 ITOC meeting. The Transportation Committee recommended that the Board approve programming <em>TransNet</em> funds for design phase improvements on various projects, including the I-5 NCC.</td>
</tr>
<tr>
<td>Committee / Date / Item # / Title</td>
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<tr>
<td>----------------------------------</td>
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<tr>
<td>Proposed Addition of Design Projects to the <em>TransNet</em> Capital Improvement Program</td>
<td></td>
</tr>
<tr>
<td><strong>Board of Directors</strong>&lt;br&gt;July 24, 2009&lt;br&gt;Item # 16</td>
<td>Staff presented the same report that was provided at the July 2009 ITOC and Transportation Committee meetings. The Board approved programming <em>TransNet</em> funds for design phase improvements on various projects, including the I-5 NCC.</td>
</tr>
<tr>
<td>Transportation Committee&lt;br&gt;January 15, 2010&lt;br&gt;Item # 7</td>
<td>Staff provided an overview of the proposed programming of State Transportation Improvement Program (STIP) funds for projects in the I-5 NCC. The Transportation Committee recommended that the Board approve the proposed programming, including for projects in the I-5 corridor.</td>
</tr>
<tr>
<td>Board of Directors&lt;br&gt;January 22, 2010&lt;br&gt;Item # 18</td>
<td>Staff presented the same report provided at the January 2010 Transportation Committee meeting. The Board approved the proposed programming, including for projects in the I-5 corridor.</td>
</tr>
<tr>
<td>ITOC&lt;br&gt;May 12, 2010&lt;br&gt;Item # 9</td>
<td>Caltrans staff presented an update on the I-5 NCC project, including the project development efforts under way and work to date on the project work program and upcoming release of the Draft Environmental Document.</td>
</tr>
<tr>
<td>Transportation Committee&lt;br&gt;June 18, 2010&lt;br&gt;Item # 8</td>
<td>Caltrans staff presented the same report as provided to the ITOC in May 2010.</td>
</tr>
<tr>
<td>ITOC&lt;br&gt;April 13, 2011</td>
<td>Caltrans staff presented proposed congestion relief and operational improvements, and the proposed funding, for the I-5/I-8 interchange.</td>
</tr>
<tr>
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<tr>
<td>Item # 6</td>
<td>The project would be incorporated into the Capital Improvement Program of the proposed FY 2012 Program Budget and would be amended into the 2010 Regional Transportation Improvement Program, pending Board approval of the FY 2012 Program Budget and programming by Caltrans of the SHOPP funds.</td>
</tr>
<tr>
<td>Board of Directors May 27, 2011 Item # 11 Proposed FY 2012 Program Budget (Including the Overall Work Program)</td>
<td>The Board approved the proposed FY 2012 Program Budget (including the Overall Work Program), which included funding for the I-5/I-8 interchange project.</td>
</tr>
<tr>
<td>Joint Meeting of the Transportation and Regional Planning Committees July 15, 2011 Item # B Interstate 5 North Coast Corridor Project</td>
<td>Caltrans staff presented an update on the I-5 NCC, including the selection of the preferred alternative by Caltrans and the Federal Highway Administration and efforts under way for the upcoming release of the Final Environmental Document.</td>
</tr>
<tr>
<td>Joint Meeting of the Transportation and Regional Planning Committees July 15, 2011 Item # C Proposed Redistribution of Funds from I-5 North Coast Corridor Project in the 2050 Regional Transportation Plan</td>
<td>Staff presented an update on the preferred alternative selected by Caltrans and the Federal Highway Administration that included lower construction costs than the alternative in the Draft 2050 Regional Transportation Plan (2050 RTP). Staff presented proposed phasing modifications and redistribution of funding from the I-5 NCC project to certain projects in the Draft 2050 RTP. The Regional Planning and Transportation Committees recommended that staff further analyze redistribution options for these funds and provide an analysis and information for consideration by the Board of Directors.</td>
</tr>
<tr>
<td>Board of Directors July 22, 2011 Item # 11 Proposed Redistribution of Funds from I-5 North Coast Corridor Project in the 2050 Regional Transportation Plan</td>
<td>Staff presented the same report as provided to the Regional Planning and Transportation Committees in July 2011 and addressed comments from that meeting. The Board approved the proposed phasing modifications and redistribution of funding.</td>
</tr>
<tr>
<td>Committee / Date / Item # / Title</td>
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<tr>
<td>ITOC September 14, 2011 Item # 7</td>
<td>Staff presented a report on the Proposition 1B Corridor Mobility Improvement Account program status and described a funding opportunity for the I-5/Genesee Avenue Interchange and Widening project.</td>
</tr>
<tr>
<td>Transportation Committee October 7, 2011 Item # 4</td>
<td>Staff presented the same report as was presented at the September 2011 ITOC meeting. The Transportation Committee recommended that the Board of Directors approve funding for the I-5/Genesee Interchange and Widening project.</td>
</tr>
<tr>
<td>Board of Directors October 14, 2011 Item # 3</td>
<td>Staff presented the same report as was presented at the September 2011 ITOC and Transportation Committee meetings. The Board approved funding for the I-5/Genesee Interchange and Widening project.</td>
</tr>
<tr>
<td>Transportation Committee October 21, 2011 Item # 5</td>
<td>The Transportation Committee recommended that the Board of Directors approve the programming of the 2012 STIP, including funding for the I-5 NCC.</td>
</tr>
<tr>
<td>Board of Directors November 18, 2011 Item # 14 2012 State Transportation Improvement Program</td>
<td>Staff presented the same report as was provided to the Transportation Committee at its October 2011 meeting. The Board approved the programming of the 2012 STIP, including funding for the I-5 NCC.</td>
</tr>
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<tr>
<td>Joint Meeting of the Transportation and Regional Planning Committees March 1, 2013 Item # 4 North Coast Corridor: Draft Public Works Plan/Transportation and Resource Enhancement Program; and Transportation Demand Management Plan</td>
<td>Staff provided an overview of the Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP), regulatory process, and opportunities for public participation. Staff also presented the first phase of research conducted on the NCC Transportation Demand Management (TDM).</td>
</tr>
<tr>
<td>Transportation Committee October 18, 2013 Item # 10 2014 State Transportation Improvement Program</td>
<td>The Transportation Committee recommended that the Board of Directors approve the programming of the 2014 STIP, including funding for the I-5 NCC.</td>
</tr>
<tr>
<td>Board of Directors November 15, 2013 Item # 13 2014 State Transportation Improvement Program</td>
<td>Staff presented the same report as was provided to the Transportation Committee at its October 2013 meeting. The Board approved the programming of the 2014 STIP, including funding for the I-5 NCC.</td>
</tr>
</tbody>
</table>