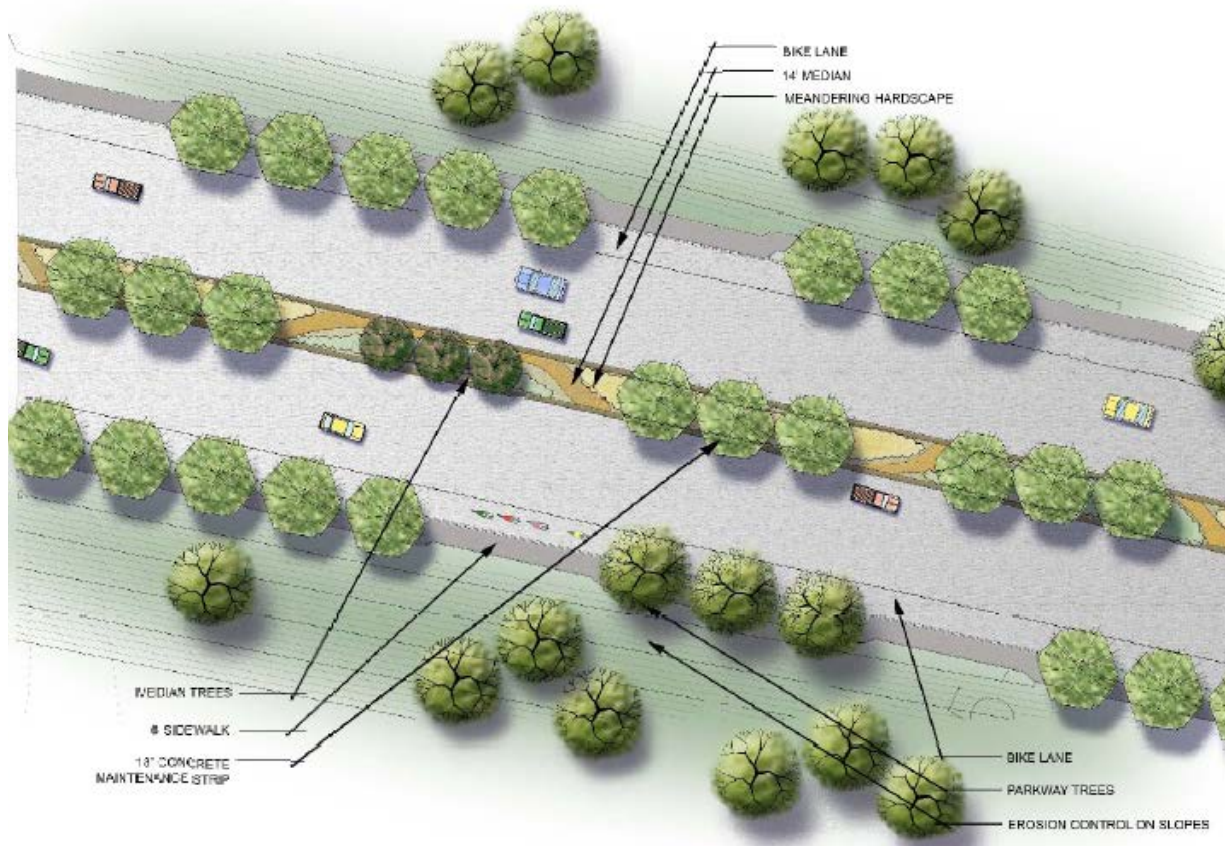




Citracado Parkway Extension Project
2013 TIGER Discretionary Grant Application
Escondido, CA



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I. Project Description

The project constructs a crucial missing segment of a San Diego Association of Governments (SANDAG) designated Regional Arterial System roadway, Citracado Parkway (see attached SANDAG Regional Arterial System Map). The parkway will ultimately provide a direct connection between heavily congested segments of Interstate 15 (I-15) and State Highway 78 (SR-78). The general locations of this project are shown on the attached Regional Location Map and Vicinity Map.

The project will construct a 0.5 mile extension of Citracado Parkway providing four through lanes, sidewalk, energy efficient street lighting and a Class 2 bike lane. Major intersections will be signalized and a bridge structure will be constructed over Escondido Creek, providing a major southern access to a planned industrial park and northern San Diego's regional trauma center, the Palomar Medical Center. In addition, the project provides for links to existing and proposed bike lanes and trails, and the Nordahl Road Sprinter Transit Station connecting to rail and bus services. (see attached Project Boundaries Map and Project Feature: Roadway Extension Map).

The Project area is located partially within the western limits of Escondido and partially within an unincorporated area of San Diego County (County), approximately 1.5 miles west of I-15 and 1.5 miles south of SR-78. While the project provides an important *multi-modal* transportation link between areas of Escondido, 80% of the project costs are within the unincorporated area of the County. For this reason, this project is *challenging to fund*. Significant *collaboration with the County (a neighboring regional jurisdiction)* has already occurred and will continue throughout the project. A letter of support from the County has been provided for the project.

Project Objectives

The City seeks to complete this critical link in the General Plan Circulation Element (attached) that enhances circulation to regional medical facilities and accommodates increased traffic generated from planned residential and industrial/commercial growth in the region. The improvements would achieve the following primary objectives:

- Improve *Economic Competitiveness* and *Environmental Sustainability* by reducing vehicle miles travelled with direct access between existing and planned developments such as the Escondido Research and Technology Center (ERTC), Citracado High School, the Nordahl Rd. Sprinter Transit Station, residential neighborhoods, and employment centers.
- Improve *Safety* by reducing emergency response times to the Palomar Medical Center West, northern-San Diego's regional trauma center.
- Ensure a *State of Good Repair* by reducing congestion on local collector and arterial streets (e.g., Harmony Grove Road, West Valley Parkway, and 9th Avenue) and providing a direct connection between SR-78 and Del Dios Highway.
- Improve community *Livability* by providing bicycle and pedestrian facilities connecting from residential areas, work centers and a Transit Station.

- Provide for *Innovation* through the use of new green materials and public-private partnerships.
- Continue *Partnerships* with the County of San Diego, the Palomar Medical Center, Stone Brewing Company, Escondido Economic Development Task Force and Northern-San Diego's Economic Development Task Force by collaborating with each party to implement this segment of the Comprehensive Economic Development Strategy (CEDS).
- Improve *Economic Competitiveness* by annexing three parcels of County land into the Escondido thereby streamlining continued development of the Escondido Research and Technology Center consistent with the CEDS.

The Citracado Parkway Extension is expected to provide considerable relief to the I-15/SR-78 interchange which is heavily congested during peak hour periods. It will also provide relief to several arterial roadways in southwest Escondido and intercept traffic from coastal San Diego County approaching Escondido via Del Dios Highway, allowing traffic flows from these areas to access I-15 and SR-78.

The roadway extension addresses needed transportation facility improvements and will implement a planned component of the City's Circulation Element. The City's General Plan was adopted on May 23, 2012, and includes a Circulation Element. The General Plan identifies land use designations consistent with the ongoing industrial/heavy commercial development. As early as 1990, the Circulation Element has proposed this roadway extension as a future improvement.

Project Characteristics and Roadway Components

The project improves and extends Citracado Parkway from West Valley Parkway to Andreasen Drive. The roadway will be extended between Avenida del Diablo and Andreasen Drive. Between West Valley Parkway and Avenida del Diablo, the median will be narrowed to provide for two lanes in each direction.

Citracado Parkway: Avenida Del Diablo to Andreasen Drive

The extension of Citracado Parkway will be 2,700 feet (0.5 mile) in length between Avenida Del Diablo and Andreasen Drive. The typical cross section of the roadway extension will be up to 102-wide and will include two travel lanes in each direction, a median, sidewalks, and a landscaped parkway. In addition, a Class 2 striped bicycle lane on Citracado Parkway will accommodate bicyclists on the roadway shoulder. The roadway extension will be built on an elevated roadbed with embankments varying in height up to 22 feet. With the embankments, the total cross section width will measure up to 180 feet. A retaining wall approximately 250 feet long with a maximum height of about 12 feet is required. There will be a graded slope in excess of 20 feet on the north side of the HARRF driveway associated with this retaining wall. At this location, the slope will be approximately 25 feet in height. Traffic signals are proposed for the intersections of Citracado Parkway and Lariat Drive, and Citracado Parkway and Harmony Grove Road. Improvements for transit, such as ADA-compliant boarding pads and future bus stops, will be developed in coordination with North County Transit District.

Citracado Parkway: West Valley Parkway to Avenida Del Diablo

The City will improve the existing segment of Citracado Parkway between Avenida Del Diablo and West Valley Parkway. The proposed improvements include adding an additional travel lane in each direction through median width reduction, resulting in a four-lane roadway. Improvements within this segment are designed to occur within the existing road right of way. The improvements also include a full four-way signalization of the Mountain Shadows Mobile Home Park entrance intersection, a southbound left-turn-only pocket and a right-in/right-out-only operational restriction at Johnston Road, and a northbound Citracado Parkway left-turn-only pocket and a right-in/right-out-only operational restriction at Avenida Del Diablo. In addition, a Class 2 striped bicycle lane will accommodate bicyclists on the roadway shoulder. Sidewalks will be provided to accommodate pedestrians. Sound walls are proposed along this existing stretch of Citracado Parkway; walls will be located within the right of way, in place of the existing property line fences and will be 8-10 feet in height. Sound walls will be consistent with the character of the Project area. Walls will be earth tones and will be decorative concrete, masonry or comparable material.

Escondido Creek Bridge

The bridge crossing at Escondido Creek has been designed as a three-span, cast-in-place, prestressed, concrete box girder structure with a total of four columns. The bridge will be approximately 450 feet in length with spans at 149 feet 9 inches for the two outside spans, and 162 feet 6 inches for the middle span. The bridge will be approximately 106 feet in width with an open median. The approximate bridge height will be 24 feet, with a structure depth of approximately 6 feet 6 inches. In addition, a Class 2 striped bicycle lane will accommodate bicyclists on the roadway shoulder along the outside edge of each side of the bridge. Sidewalks on the bridge will accommodate pedestrians. Utilities will be accommodated within the bridge as feasible. Design features will include earth-toned concrete, natural stone veneer, or a form-line pattern.

Harmony Grove Village – Lariat Drive Connection

Standard Pacific will be constructing a 742-unit development with commercial services and parklands to the west of the Citracado Parkway extension. As a part of this development, Standard Pacific will extend or pay the cost of extension of Citracado Parkway between Avenida del Diablo and Harmony Grove Village Parkway/Lariat Dr. As a part of the residential development, Standard Pacific will construct Harmony Grove Village Parkway that will intersect Citracado Parkway approximately 400 feet north of Avenida Del Diablo. This new intersection will be signalized. The intersection will include an improved secondary access point into the HARRF, which will improve accessibility to the region's sewage treatment plant.

Utilities

Several existing utility lines are located within the Project area. These utilities include underground water and sewer pipelines and overhead electric, telephone, and cable lines. In most

cases, these utilities will remain in place. However, the following utility realignments are proposed as part of the Project:

- The existing 14-inch-diameter water pipeline that travels east and then south through the Project area will be abandoned in place. This water pipeline will be replaced with an approximate 20-inch-diameter water pipeline that will begin at an existing connection in Kauana Loa Drive in the north, travel east in Kauana Loa Drive, and then travel south within the roadbed of the Citracado Parkway extension and a utility cell of the proposed bridge, connecting with an existing water pipeline in Citracado Parkway near Avenida del Diablo.
- Currently, two electric poles and one telephone pole conflict with the proposed Citracado Parkway alignment. One electric pole and one telephone pole conflict with the proposed alignment at Harmony Grove Road. One electric pole conflicts with the proposed alignment of Citracado Parkway at Avenida Del Diablo. Pole relocation will occur within the existing utility alignments; exact location of these poles will be determined in coordination with the utility providers.
- A 69/12 kV overhead electrical power line currently runs north/south through the proposed alignment for the Citracado Parkway extension. SDG&E is currently designing relocation of the power line. No new or relocated poles would be placed within riparian habitat associated with Escondido Creek.

Landscaping

A Conceptual Landscape Plan has been prepared for the Project. The Landscape Plan includes three basic landscape themes to create a unified design along Citracado Parkway. The first thematic landscape area is located north of Escondido Creek. It transitions from the style of adjacent streetscape to native planting at the creek. The second thematic landscape area, from Escondido Creek to Avenida Del Diablo, has a mostly native plant palate. Landscape design for improvements to the existing Citracado Parkway segment between West Valley Parkway and Avenida Del Diablo have been designed to include a traditional/formal streetscape to enhance visual continuity. Tying the three areas together are bands of meandering river cobble and drifts of low plantings. Landscape design for the Project includes a naturalized landscape design concept that reflects the existing natural tree and shrub massing. Revegetation of manufactured slopes will be implemented.

In the rural residential/open space area, sensitive design of landform alteration will be implemented to achieve natural-appearing slopes, to soften long or high slope banks, and to reduce visual scarring of the existing terrain. Tops of cut slopes, and where constructed slopes join natural grades, will be rounded to make a more naturally appearing transition. Rounding will also be employed at the toe of fill slopes to help blend the slope with the existing terrain.

II. Project Parties

City of Escondido

The City of Escondido is a vibrant and diverse community of more than 144,831 people in the coastal mountains of Southern California about 18 miles inland, 100 miles south of Los Angeles, and 30 miles northeast of San Diego. The area became part of the Rancho Rincon del Diablo (the devil's corner) land grant bestowed to Juan Bautista Alvarado in 1843 by Mexican Governor Manuel Micheltooren. In 1886, the Escondido Land and Town Company acquired the land grant, laid out the town site, and divided the valley into small farms suitable for grapes or citrus. On October 8, 1888, the city was incorporated and its voters elected a council, clerk, treasurer, and marshal. Agricultural has remained an important economic driver in the City, even as 21st century industry has developed, creating an urban core surrounded by rural areas. Today, Escondido is a full-service, general-law city with five council members elected at large. Escondido operates under the Council-Manager form of government.

Inland North San Diego County, of which Escondido is at the core, is emerging as a regional economic leader in the forefront of job development and new industries. Escondido is served by a rich, but incomplete road network, light rail and a robust bus network.

Local Government Boundary Changes and Agency Reorganization

The Citracado Parkway Extension Project area extends approximately 30.06 acres beyond the existing limits of the City's incorporated boundary and adopted sphere of influence (SOI). To simplify the construction, operation, and maintenance of the proposed facility, and to facilitate development of the Escondido Research and Technology Center (ERTC) in accordance with the CEDS, the City has requested annexation of three unincorporated parcels crossed by or in the proximity to the proposed roadway extension. The three unincorporated parcels are located outside of the City's adopted SOI. Two of these parcels are owned by the City of Escondido. A letter of support for the annexation has been provided by the owner of the third parcel.

Annexation of the subject parcels will require LAFCO approval of an amendment to the City's SOI to include the proposed territory prior to, or concurrently with the proposed annexation. Annexation of the subject territory to the City will require concurrent detachments from: the San Marcos FDP; CSA No 107 (Elfin Forest/Harmony Grove Volunteer Fire Department); and CSA No 135 (San Diego Regional Communications System). The detachments are required if annexation is to occur because the City would assume those service responsibilities following the proposed annexation. As the Project involves LAFCO approval of more than one jurisdictional change, the LAFCO action is termed a reorganization to the City of Escondido. The proposed reorganization would allow the City to assume full responsibility for road operation and maintenance without the need for a long-term maintenance agreement.

The project has been designed to proceed *with or without the proposed annexation* through use of a long-term maintenance agreement with the County. A letter of support has been provided by the County.

Palomar Pomerado Health

Palomar Pomerado Health (PPH) is one of the City of Escondido's key partners in completion of this project. PPH is the largest health district in California, serving communities in an 850-square-mile area and a trauma center that covers more than 2,200 square miles of South Riverside and North San Diego Counties. Gross revenues are approximately \$1.25 billion per year. In 2012, PPH finished construction of a new 11-story, 740,000 square foot flagship hospital, the Palomar Medical Center in northwestern Escondido. PPH has expansion plans for the hospital to double in size to meet the developing needs of the community (by the year 2020, the community's population will increase 30% - including a steady increase in the 65+ age group's percentage of the total). Palomar Medical Center is one of the county's largest hospital construction projects and the first new North County hospital in 30 years. Palomar Medical Center employs 650 physicians and 700 volunteers per year with 28,000-30,000 admissions and 10,000 surgeries per year. It has an 850 square mile health district and a 1,400 square mile trauma district; this is the largest public health district in California. There are approximately 500,000 people in the service area. In FY2012, there were 69,482 ER visits and 1,305 trauma cases. The first 10 months of FY2013 showed a more than 20% increase in ER visits over the previous year. PPH and the new hospital are critical health links for North San Diego County and southern California.

Access to Palomar Medical Center from the south, however, is limited by the missing piece of Citracado Parkway. In 2003, PPH committed \$13,000,000 towards the construction of the extension of Citracado Parkway. This original funding has accrued nearly \$1.5 million in interest, providing approximately 40% of the funds necessary to construct the roadway extension.

III. Grant Funds and Sources/Uses of Project Funds

The City of Escondido has received federal, state and local funds to initiate the Citracado Parkway Extension Project. When all phases of environmental, design, right of way and construction are tallied, the total budget for this Project is anticipated to be \$35,527,000. The City is requesting \$14,200,000 in TIGER funds to complete the funding for this project. Approximately \$7,312,000 will be spent on this project before TIGER contracts with Department of Transportation are executed in September 2014. The City anticipates a \$14,102,000 match (49.8%) for the \$28,302,000 construction phase of the Citracado Parkway Extension. The match for the overall project cost of \$35.5M (excluding EDI funds below) is 57.6%.

The City proposes to use 51.1% of the requested \$14.2M in TIGER funds (or \$7.253 million), to fund construction costs in rural-designated areas. More than 80% of the total project costs (or \$28.45 million) is required for unincorporated areas outside of the City of Escondido's jurisdiction. The overall project costs are 32% within rural-designated areas, 48% within urbanized unincorporated areas of the County and 20% within the urbanized area of the City of Escondido. (See attached Urbanized Areas Map and Appendix C: Summary of Costs in Rural Areas)

HUD granted \$693,750 and \$214,527 of EDI-Special Project funds in 2002 and 2003 for the development of infrastructure improvements associated with the Escondido Research and Technology Center (formerly Quail Hills Industrial Park). This grant was used for design, environmental review for the missing link of Citracado Parkway. There was no required match for these funds. An additional \$581,000 in Transnet funds was obligated to this phase of the project. The City has 75% complete drawings as of June 2013.

As part of the construction of a new, regional hospital center (Palomar Medical Center), the Palomar Pomerado Hospital District contributed \$13,000,000 towards the completion of the Citracado Parkway Extension in 2003. Approximately \$1,448,000 in interest has accrued on these funds. Approximately \$951,000 has been spent on preliminary design and environmental review associated with the development. This is local funding which has no required match. These funds will be used as federal match.

The City has reserved Regional Transportation Congestion Improvement Fee (RTCIP) and Transnet funds for this project. The City assesses and collects fees in accordance with the Mitigation Fee Act, California Government Code §§ 66000 *et seq.*, as a condition of approval of a land development project or prior to issuance of a development permit to defray the actual or estimated costs of constructing planned transportation facilities necessary to accommodate increased traffic generated by future development. These are local funds, without any required match, which can be used as federal match.

The City's 5-Year CIP, scheduled for adoption on June 19, 2013, shows budgeting of an addition \$2.17 million in local funds (Transnet and Storm Drain DIF) bringing the project funding

shortfall to \$14.2 million. The City’s request for \$14.2 million in TIGER funds would fully fund this critical project. The amount of Transnet funds budgeted is based on projections provided by SANDAG. If these projections don’t come in as planned, other funding sources such as gas tax could be used to fund the project. In addition, SANDAG offers a program to allow the City to borrow against future TransNet revenues, which would allow the City to secure the additional \$2.17 million required for the project.

TABLE A: Citracado Parkway Extension Project Sources & Uses

Description	Cost	Estimated/Actual Start of Work	Funding Source	Commitment
Preliminary Design and Environmental Review			\$908,277	Received
			HUD-EDI grants	Received
			\$581,000	Received
			TransNet funds	
			\$1,784,723 PPH	Received
Subtotal	\$3,274,000			
Cultural Resources Mitigation	\$1,371,000	January, 2013	\$1,371,000 PPH	Received
Annexation	\$25,000	March, 2013	\$25,000 PPH	Received
NEPA	\$486,000	May, 2013	\$486,000 PPH	Received
Right of Way	\$1,039,000	June, 2013	\$1,039,000 PPH	Received
Biological Mitigation & Permitting	\$1,030,000	March, 2013	\$1,030,000 PPH	Received
Subtotal	\$3,951,000			
Construction	\$24,300,000	July, 2017	\$14,200,000	Requested
			TIGER	
			\$4,710,277 PPH	Received
			\$153,502 RTCIP	Received
			\$3,066,221	Received
TransNet	Received			
			\$2,170,000	Budgeted
			TransNet/Storm Drain	
Construction Bridge Testing	\$486,000	July, 2017	\$486,000 PPH	Received
Construction Management	\$2,916,000	July, 2017	\$2,916,000 PPH	Received
Utility Relocation	\$600,000	July, 2017	\$600,000 PPH	Received
Subtotal	\$28,302,000			
Total Project Costs	\$35,527,000			

IV. Selection Criteria

a. Long-Term Outcomes

i. State of Good Repair

The project addresses *vulnerabilities in the transportation* system that, without improvement, will *threaten future transportation network efficiency and economic growth*. The project installs a circulation element street, designated as a Regional Arterial System roadway by SANDAG. Regional Arterials are designated as such due to their importance in providing a direct connection between highways. The project will provide a future connection between heavily congested segments of Interstate 15 and State Route 78, which are both predicted to operate at level of service (LOS) “F” in 2030 (in the north-bound and east-bound directions, respectively). The project is critical to ensure the Regional Arterial network functions as planned.

In addition to providing over-flow and incident capacity between two highways, the project reduces congestion on local roadways and intersections that operate at or near LOS F. The Traffic Technical Report, prepared by VRPA Technologies, dated June 7, 2011, uses SANDAG Series 11 (2030) Model to develop the anticipated average daily trips (ADT) for the No Build, Build 2014 and Build 2030 scenarios. (see Appendix H of Citracado Parkway Extension Project Final EIR: <http://www.escondido.org/Data/Sites/1/media/PDFs/Planning/Citracado/FinalEIRAppendices.pdf>) Table 2-1 of the Traffic Report shows that without the project three intersections operate at LOS F by 2030 (Citracado Parkway at: Valley Parkway, Johnston Rd and Driveway 1). Both Citracado Parkway and Valley Parkway are classified as Major Roads and are designated haul routes through the City of Escondido; therefore, delays at the intersection of these streets, in particular, will affect the mobility of goods. LOS F is assigned when the average delay at an intersection exceeds 80-seconds. In addition, Table 2-2 of the Traffic Report shows that Lariat Drive operates at LOS F by 2030 if the project is not constructed.

To ensure a *State of Good* repair for existing facilities, the City uses the Street SAVER program to inventory and rate the pavement condition index of every City-maintained roadway. The program is used to optimize use of maintenance funds. In addition, the program has been used to project the amount of funding required to maintain the overall pavement condition over time. The Street SAVER program predicts that \$4.7 million per year will be required to maintain all streets within the City of Escondido. Escondido’s City Council has agreed to maintain funding at or above this level. Annual revenues available for maintenance and street rehabilitation include gas tax (\$3.8 million per year) and Transnet (\$3.5 million per year). Maintenance of project areas that lie within the County of San Diego will be ensured through annexation or use of a long-term roadway maintenance agreement.

An estimate has been prepared for the cost of maintenance and operations on this newly constructed segment of roadway. The estimate assumes a slurry seal and thermoplastic re-striping every seven years. In addition, annual costs for landscape maintenance, street sweeping,

signal and storm drain maintenance are included. The operations and maintenance costs are included in the cost-benefit analysis. Annualized maintenance costs are \$34,000 per year with \$208,000 anticipated every seven years.

ii. Economic Competitiveness

The project accomplishes *all three objectives* for improving the economic competitiveness of the United States by improving the transportation system while creating and preserving jobs. First, the project significantly improves the *long-term efficiency of the transportation* system resulting in shorter commute times and more efficient movement of goods. Second, the project increases the *economic productivity of the land* in an *Economically Distressed Area*. Third, the project results in *job creation* for low income workers.

Transportation System Efficiency

Construction of the missing segment of this Regional Arterial System roadway significantly *improves the efficiency of the transportation network*, shortening travel times for workers and goods and lowering travel-related costs. Currently, Citracado Parkway which is designed to carry traffic at 50 mph, comes to a dead end on each side of the missing section of road. Traffic is forced to travel a longer distance on lower speed roadways.

Two methods were used to determine the reduction in trip length and duration.

1. SANDAG staff consulted the RTIP model to determine the reduction in trip length and duration. SANDAG modeled the segment before and after project completion and determined that a trip reduction of 1-mile and time savings of 2 minutes-46 seconds resulted after completion of the project. The route analyzed was longer than the specific missing link area, based on information points previously analyzed in the RTIP model. For this reason, SANDAG's calculation was not used in the cost-benefit analysis. (see Appendix C: Travel Times Savings)
2. The reduction in trip length and duration directly attributable to construction of this missing roadway segment was then re-evaluated using ESRI software. The results of this analysis are shown in the Table A below and the attached map. Since the results produced by this method are more directly attributable to the project limits and are more conservative, the cost-benefit analysis uses the trip length and duration shown below. (see Times Savings Map)

TABLE B– Trip Length & Duration Reduction

Alternate Route	Roadway Segment (Distance / Posted or Planned Speed)	Travel Distance	Travel Time
Alternate “A” Build	Citracado Parkway (Avenida Del Diablo to Andreasen Drive)/ (0.54 Miles/50 mph)	0.54 miles	36 seconds
Alternate “B” No Build	Avenida Del Diablo (0.2 miles/35 mph), Hale Ave (0.42 miles/35 mph) Harmony Grove Road (0.3 miles/35 mph), Enterprise Street (0.16 miles/35 mph), Andreasen Dr. (0.27 miles/35 mph)	1.35 miles	140 seconds
	Reduction	0.81 miles	104 seconds

The Traffic Technical Report, prepared by VRPA Technologies, dated June 7, 2011, uses SANDAG Series 11 (2030) Model to develop the anticipated average daily trips (ADT) for the No Build, Build 2014 and Build 2030 scenarios. (see Appendix H of Citracado Parkway Extension Project Final EIR: <http://www.escondido.org/Data/Sites/1/media/PDFs/Planning/Citracado/FinalEIRAppendices.pdf>) The model is based upon SANDAG standards for trip distribution and generation rates. The Traffic Technical Report shows in Table 2-2 that the extended roadway experiences 19,400 ADT on opening day (Build 2014). Therefore, the number of trips that would benefit from this 104-second (0.81-mile) trip reduction is 19,400 per day on opening day.

Economic Productivity of the Land

In addition to time saving benefit to be realized by this project, the Citracado Parkway Extension Project will create direct and indirect economic benefits for Escondido and the region. The Citracado Parkway Extension is recognized in the City’s Economic Development Master Plan as a critical infrastructure improvement that will significantly enhance opportunities to create new jobs and economic activity in Escondido. The Economic Development Master Plan, adopted by the City Council in July 2012 after an intensive six-month planning process, also serves as the City’s Comprehensive Economic Development Strategy (CEDS). The CEDS was formally approved by the U.S. Economic Development Administration (EDA) in February 2013 and fully documents (per the EDA’s criteria) the economic distress that currently exists in the City. (<http://www.escondido.org/Data/Sites/1/media/PDFs/Business/ComprehensiveEconomicDevelopmentStrategy.pdf>)

The Economic Development Master Plan/CEDS reflects a holistic approach to economic planning and explicitly integrates economic development programming with City policy in the following areas: zoning and land use planning; housing; environmental quality; development review and permit processing; public services and fiscal stability; transportation and public transit; education and workforce development; and utility and infrastructure investment. In this

regard, the Citracado Parkway Extension is listed as a high-priority project in the CEDS Infrastructure Projects List.

In addition to the City-level CEDS, the City of Escondido actively participated in the concurrent (2012) development of a regional CEDS for North San Diego County. The regional CEDS is organized around the “Prosperity on Purpose” initiative – North San Diego County’s established framework for close collaboration on business retention/expansion/attraction, job creation and regionally-significant infrastructure investments. Both the City CEDS and the regional CEDS place substantial emphasis on advancing the region’s economic status through effective public/private and local/regional partnerships. The focus on regional cooperation ensures that policy and investment will favor development projects that result in a net increase in jobs for the overall region (rather than merely shifting activity from one jurisdiction to another).

Site-specific Opportunities

Although the Citracado Parkway Extension will generate citywide economic benefits, its most direct impacts will be within one of the showcase development areas highlighted in the City’s CEDS: Specific Plan Area #8 – the Escondido Research Technology Center (ERTC). This area hosts a vibrant mix of regionally-significant land uses (including two of Escondido’s most important employers – Stone Brewing Co. and the recently completed Palomar Medical Center – Palomar Pomerado Health’s flagship hospital and regional trauma center), and has excellent capacity for future development.

Located along Citracado Parkway between Auto Park Way and Avenida del Diablo, the area covers a total of 476 acres, 186 of which are in the ERTC Specific Plan and 15 of which are in the Harmony Grove Industrial Park Specific Plan. The Plan Area is positioned to become a major driver of future economic growth in the City and is targeted for a business park focused on “clean” research and development (R&D) technologies, in addition to medical office (taking advantage of potential synergies with the new hospital) and other industrial park uses consistent with emerging market demand.

Due to the existing and planned employment uses and proximity to the Nordahl Sprinter Station (which is well suited to shuttle service to and from the Planning Area), this area is also included in SANDAG’s ES-8 Smart Growth Area as an existing/planned “Special Use Center.”

Given the recent high-value investment in this area and the improving regional real estate market, the City anticipates strong demand for future development in this area, once the necessary infrastructure is in place to accommodate additional growth. The proposed Citracado Parkway Extension will result in a rezone of three properties and would create an immediate opportunity for office/business park development on a 17.72-acre site (see attached Existing and Proposed Land Use Designations). After deducting land for interior streets and habitat protection, this site would have a net developable area of 10.34 acres. The General Plan designation for this site allows for a floor-area ratio (FAR) of 0.75, which would result in potential development of approximately 338,000 square feet of building area.

Indicators of Economic Distress in Escondido

The City's recently adopted CEDS fully documents existing indicators of Economic Distress in Escondido, based on the criteria (and required data sources) established by the U.S. Economic Development Administration (EDA). In particular, to be eligible for the EDA's funding programs and investment assistance, an area must meet at least one of the following economic distress criteria¹:

1. Unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate.
2. Per capita income that is, for the most recent period for which data are available, 80% or less of the national average per capita income.

The City of Escondido as a whole meets criterion #2, as the most recent estimate of per capita income is approximately 78.6% of the national average: \$20,629 for Escondido versus \$26,234 for the nation. For criterion #1, the most recent 24-month average of Escondido's unemployment rate, at 10.3%, is identical to the nation's unemployment rate. Both data points are from the U.S. Census Bureau, 2009 and 2010 American Community Survey (ACS) 1-year estimates (the required data sources for EDA funding eligibility calculations).

Whereas the City of Escondido as a whole meets the definition of economic distress based on EDA criterion #2, there are a number of individual census tracts within the City that show very severe signs of economic distress (based on both EDA criteria – per capita income and unemployment rate). Appendix C contains a table enumerating Population, Per Capita Income, and Unemployment Rates for U.S., San Diego County, and City of Escondido as well as a table organized by census blocks; these tables provide a breakdown of the distress indicators for the City as a whole (in comparison to national and county-level benchmarks) and for the individual census tracts. In the most distressed census tracts, unemployment rates are as high as 13.6% and per capita income levels are as low as 41% of the U.S. average.

Proposed Project's Consistency with Economic Competitiveness Criteria

The proposed project would meet the following DOT criteria for advancing economic competitiveness by increasing the economic productivity of land, capital and labor in an Economically Distressed Area and through job creation, practicable opportunities for low-income workers in an Economically Distressed Area, and practicable opportunities for small businesses and disadvantage business enterprises.

As noted above, the proposed Parkway Extension would directly facilitate the development of a key opportunity site within a larger area targeted for high-value employment growth. This site – totaling 17.72 acres – would accommodate development of approximately 338,000 square feet of office/business park development within the existing Escondido Research Technology Center

¹ These criteria are directly excerpted from the EDA's "Announcement of Federal Funding Opportunity".

(ERTC). With the completion of the Parkway Extension, the subject site will be extremely well positioned to both attract *high-wage employers* and to *improve labor productivity* based on the following circumstances:

- Recent development of an acute-care general hospital (360 beds) and associated support/medical office buildings within the ERTC;
- Proximity to North San Diego County’s well-established Life Sciences/Biotech cluster;
- City-level focus on expanding employment in the following closely related industries: Healthcare; Medical Devices Manufacturing; and Pharmaceuticals.

In addition to the potential connection to the regional Life Sciences cluster, the ERTC area would also be well suited for other higher-tech industries currently being targeted² by the City: Cleantech; Information, Communications and Technology; Business and Professional Services.

Job Creation for Low Income Workers

With respect to economic distress, the discussion above provides documentation (from the City’s CEDS) of the significant indications of economic distress Citywide and for individual, highly distressed census tracts. The proposed Citracado Parkway Extension represents a critical component of the City’s comprehensive strategy to reduce economic distress. Although the proposed Parkway Extension is not physically located within one of the City’s highly distressed census tracts, it will create direct and indirect employment opportunities for residents of adjacent, highly distressed neighborhoods. The potential employment impacts of the proposed project are discussed below.

The potential office/business park building (338,000 square feet) would support a range of new jobs in the City. Based on an average employment density of one worker per 500 square feet of building space, development of the subject site would create 676 new, permanent jobs in the City. In addition, both the Parkway Extension and the ultimate business park development would create temporary construction jobs in the City. These direct employment impacts are summarized as follows:

TABLE C: Potential Direct Employment Impact

Impact Category	Number of Jobs
Construction Jobs (Temporary) – Parkway Extension	198 one-year jobs
Construction Jobs (Temporary) – Business park development	290 one-year jobs
Business Park Jobs (Permanent)	676 permanent jobs
Source: The Natelson Dale Group, Inc. (TNDG), based on IMPLAN model.	

² The City’s target industries were identified based on a detailed industry cluster study conducted as part of the recent CEDS process.

In addition to the direct jobs summarized above, the proposed project would also create (or facilitate creation of) indirect and induced jobs via the “multiplier” effect. The estimated total employment impacts of the project (including indirect and induced jobs) are summarized as follows:

TABLE D: Total Employment Impact

Impact Category	Direct Jobs	Indirect/ Induced Jobs	Total Job Impact
Construction Jobs (Temporary) – Parkway Extension	198	124	322
Construction Jobs (Temporary) – Business park development	290	163	453
Business Park Jobs (Permanent – assumes jobs in Life Sciences cluster)	676	1,034	1,710
Source: The Natelson Dale Group, Inc. (TNDG), based on IMPLAN model; employment multipliers for permanent jobs were derived from 2012 Life Sciences Impact Report published by Biocom (based on data for San Diego County).			

Summarizing the above, the proposed project has the potential to facilitate creation of over 1,700 new, permanent jobs related to the region’s Life Sciences cluster. Given the diverse range of job types (i.e., mix of industries and occupations) included within the overall Life Sciences cluster, the project has the potential to create employment opportunities for a broad spectrum of workers, including those who are currently unemployed or underemployed. The average wage/salary levels associated with the direct and indirect/induced jobs in the Life Sciences cluster are estimated as follows (based on San Diego County data from the 2012 Biocom report):

- Direct jobs - \$95,700
- Indirect/induced jobs - \$54,300

Both the City’s CEDS and the regional CEDS include coordinated programs related to workforce preparation and small business development. These initiatives will ensure that the potential economic and employment benefits of the proposed project are leveraged to the maximum degree possible. Thus, the potential benefits of the project will be enjoyed across a broad spectrum of small business owners and local residents (including those living in economically distressed areas).

The economic benefits associated with long-term job creation and construction related jobs have not been included in the cost benefit analysis. However, due to the Economic Distress Factors outlined above, it is anticipated that related jobs would go to low income residents in the surrounding areas. In addition, area low income workers and small business owners would certainly benefit from the indirect jobs created as a result of the project construction.

iii. Livability

The project provides *multi-modal* access between residential areas, existing and proposed employment centers and a Transit Station. In accordance with the City of Escondido's Bicycle Facilities Master Plan (see attached Existing and Planned Routes Map), the project links two segments of Class II bike lanes and provides for a future connection to a Class I multi-use trail located along the Escondido Creek. The creek trail connects to the Inland Rail Trail, which was recently completed between Escondido and San Marcos. SANDAG is now working on the second phase of this trail which will eventually connect Escondido with Oceanside. The proposed bike lanes will be approximately 0.75-miles away from a planned bicycle Staging Area and approximately 1.8-miles from the Nordahl Road Sprinter Transit Station.

Local bus routes, which currently navigate around this missing section of roadway, will be made more efficient with a more direct connection to the Transit Station. In addition, pedestrian access will be provided along the length of the extended roadway. The need for alternate modes of transportation is particularly high in the City of Escondido, given that Escondido is an Economically Distressed Area (refer to discussion in Section ii, Economic Competitiveness) with a household median income 30% lower than the State average, based on 2011 data.

iv. Sustainability

The project improves Environmental Sustainability by *improving water quality*, energy efficiency and *reducing greenhouse gas emissions*.

The project includes *water quality improving bioretention* areas to treat street drainage prior to its release into the storm drain system. The landscaped medians are design to capture and detain run-off from the street. The root structure and specially design soil matrix that lies under the landscaping will act as a natural filter, promoting infiltration in to underlying soils and removing pollutants in drainage. In addition, the water is retained such that it is discharged at a rate equal to the pre-project discharge rate. Capturing run-off and releasing it at a very slow rate will reduce the impact of upstream urbanization on downstream creeks, reducing the potential for downstream erosion.

In addition, the project will install energy efficient LED street lighting on the extended section of roadway. Twenty-five high pressure sodium street lights on the existing segment of roadway will be *replaced with energy efficient* LED street lights. LED street lights are estimated to use 40%-65% less energy than the HPS street lights.

The reduction in vehicle miles travelled due to construction of this missing link of Regional Arterial System roadway results in a *reduction in greenhouse gas emissions*. Dr. Cheryl Laskowski, Ph.D. with AECOM used the EMFAC2011 model to determine the reduction in greenhouse gas emissions. Light duty passenger cars were modeled using the fuel mix in San Diego County of 99.5% gas, 0.5% diesel. The analysis did not include idling time, just straight speed (35 mph for no build, 50 mph for build) and distance calculated per Table A. The

estimates include a low carbon fuel standard and pavley I (proportional implementation assuming full 2020 implementation). Average daily traffic volumes of 19,400 ADT as determined in the Traffic Report for the Build2014 scenario and an annualization factor of 260 days per year were used. Note: ROG is the California equivalent of VOC.

TABLE E: Reduction in Greenhouse Gas Emissions

	Daily VMT	Emissions Factors (g/mi)			Emissions (MT/yr)		
		ROG	NOx	CO2	ROG	NOx	CO2
Project	10476	0.036909	0.138383	249.9967	0.100531	0.376921	680.931046
No Project	26190	0.045693	0.144511	280.4661	0.31114	0.984036	1909.806173
<i>Change</i>	<i>-15714</i>				<i>-0.21061</i>	<i>-0.60711</i>	<i>-1228.875127</i>

The Final CEQA EIR for this project can be found at: <http://www.escondido.org/Data/Sites/1/media/PDFs/Planning/Citracado/FinalEIR.pdf>. The EIR includes an air quality analysis, which included anticipated impacts due to construction. Page 3.3-31 of the EIR states that an estimated 784 tons of CO2 are anticipated to be produced over the lifetime of construction.

In addition to air quality benefits outlined above, the Project will conform to the City’s water-efficient Landscape Ordinance (Ord. 2010-01R), which is consistent with the Water Conservation in Landscaping Act of 2006. Plant materials will be selected accordingly. Sustainable plant material that can be readily established with an extended plant establishment period and limited irrigation will be used. The plant palette will consist of native trees, shrubs, and ground covers that are similar in composition to the adjacent habitats and that reinforce the landscape concept. This plant palette will be consistent with native vegetation of the hillsides in the rural residential and open space area.

Sufficient maintenance and irrigation will be provided as needed in early years of vegetative growth. It is anticipated that the permanent benefits from the proposed plant material will be substantially effective within 10-15 years of implementation.

v. Safety

A significant benefit of the project is that it *reduces the number of fatalities* by providing a more direct and shorter route to the Palomar Medical Center, which serves as the regional trauma

center for the northern San Diego Region. Emergency vehicles transporting patients from south and east of the project site, experience significantly longer travel times as a result of the missing section of a Regional Arterial System roadway that the project proposes to construct. The project allows for shorter response times. Studies have shown that shorter response times significantly benefit patient outcomes.

Data Source 1 – Escondido Fire Department

The Palomar Medical Center (PMC) serves an 850-square-mile area with a trauma center that covers more than 2,200-square miles of northern San Diego County and southern Riverside County. Access to the south; however, is limited by the missing piece of Citracado Parkway that the project proposes to build. While the hospital serves multiple districts, including San Marcos, Rincon del Diablo and Escondido, detailed records were only available from Escondido Fire Department. These records were reviewed to determine the number of emergency vehicle trips that would be shortened as a result of the project. The three year average number of emergency unit trips in Escondido Fire Districts 4, 5 and 6 was 2,760 per year (years 2010-2012). In reviewing the district maps, it was found that 25% of the area in districts 4, 5 and 6 would experience travel time and length reductions on their trip to PMC with use of the extended Citracado Parkway (areas south and west of Gamble Lane and Citracado Parkway). (see attached Escondido Fire Districts Map)

$2,760 \text{ emergency trips} \times 25\% \text{ of geographical area} = 690 \text{ emergency trips in region}$

Based on data from the Escondido Fire Department, it was determined that 70% of calls are for emergency medical services (EMS) and of these calls, 90% are transported to the Palomar Medical Center. Therefore the resultant number of EMS trips that would experience reduced response times as a result of the project are as follows:

$690 \text{ emergency trips} \times 70\% \text{ EMS} \times 90\% \text{ to PMC} = 434 \text{ EMS trips benefit from project}$

Data Source 2 – Palomar Medical Center

Data provided by the Palomar Medical Center for all EMS transports to their facility shows an even broader project benefit to the region (see Appendix C: ALS Transports). PMC reports a four year average of 15,417 Advanced Life Support (ALS) transports to the facility. ALS transports are used when patients are in a more severe condition and require a higher level of emergency care. Studies show that ALS patients benefit the most from reduced response times. Figure 4-1 of the project Traffic Study shows that 20% of the trips to PMC originate from south of Citracado Parkway and Valley Parkway. (Note: A separate analysis of travel between the intersection of Citracado/Valley Parkways and the PMC shows that the project also results in length and duration reductions per Table B for vehicles originating from the Citracado/Valley Parkway intersection.) Trips heading north-bound on Valley Parkway toward the Palomar Medical Center will directly benefit from the travel time savings demonstrated in Table B, resulting in 1.3-km (1.7-minute) reduced trip length. Applying this 20% trip distribution to the

15,417 ALS transports to the facility results in a total of 3,083 transports that experience reduced response times as a result of the project.

Reduction in Mortality Rates:

Several studies have been published that demonstrate how response times affect patient outcome. A study published in the Emergency Medicine Journal (Nicholl, West, Goodacre and Turner, <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2464671/#ui-ncbiinpagenav-2>) found that each additional kilometer travelled was associated with a 2% relative increase in mortality. A second study published in Health Economics (Wilde, [http://www.be.wvu.edu/divecon/econ/douglas /seminar/Wilde\(WP\)EMS.pdf](http://www.be.wvu.edu/divecon/econ/douglas /seminar/Wilde(WP)EMS.pdf)) found that a response time increase of one minute increased mortality (measured at 365 days) by 1.26% (which given the mean mortality rate of 9.8%, represents a 13% change).

Based on the mean mortality rate and data showing the relative increase in mortality rates based on response time/distance, the anticipated number of lives saved can be predicted. The mean mortality rate at one year is determined by Wilde to be 9.8%.

The reduction in mortality was calculated in two ways:

1. Per the Nicholl, West, Goodacre and Turner study each additional kilometer travelled was associated with a 2% relative increase in mortality. This project reduces travel distance by 1.3-km (0.81-miles per Table B); therefore, the relative reduction in mortality is expected to be $2\% \times 1.3 = 2.6\%$.
2. Per the Wilde study, the mortality rate (at one year) increases by 13% for one minute of increased travel time. Although, the anticipated reduction in travel time is 1.7-minutes for this project (per Table A), we have conservatively used the 13% increased associated with the one-minute travel time.

TABLE F: Range of Anticipated Mortality Rates

Data Source	EMS Trips that Benefit	Expected Mortality Rate (9.8% at 1 yr)	Reduction in Mortality – Low (2.6%)	Reduction in Mortality- High (13%)
Escondido Fire	434	42.6-persons	1.1-persons	5.5-persons
Palomar Medical Center	3,083	302.1-persons	7.8-persons	39.2-persons

In addition to the reduction in response times, the project results in a significant reduction in the number of vehicle miles travelled. The rate of accidents is often compared to the number of vehicle miles travelled; therefore, it is anticipated that a reduction in vehicle miles travelled will result in a reduction in the number of accidents.

vi. Project Readiness

The Citracado Parkway Extension Project is included in the 2050 Regional Transportation Plan and is in the 2012 Regional Transportation Improvement Program. Its CTIPS number is 21000000396; MPO number, ESC04. The RTIP will be amended to show federal funds once the TIGER funds are approved by DOT.

This project received CEQA approval in February 2012 (approved by City Council in April 2012). Because the project did not have federal funds dedicated for construction, there was no Federal Lead Agency assigned to complete NEPA. However, should the project be selected for a TIGER grant, the City and its experienced consultant, AECOM, are prepared to complete the NEPA process prior to June 30, 2014 deadline.

It is anticipated that an Environmental Assessment would be completed for the project. The schedule to complete NEPA within this timeline is feasible given that technical studies have been completed and extensive resource agency coordination has already occurred. The City has hired an expert team of highly qualified former Caltrans employees to complete the NEPA documents. AECOM has provided the attached letter for assurance for delivery of the NEPA document on schedule. The AECOM team includes former Caltrans District 11 Deputy District Director, Environmental Division, Susanne Glasgow, who has prepared and reviewed numerous NEPA documents. Kelly Dunlap, former Chief of the Caltrans Environmental Management Office, who has lead the development of hundreds of NEPA documents is also familiar with the structure of Caltrans headquarters. In addition, Brian Smith, with Brian Smith & Associates is a well-respected cultural resources specialist with extensive knowledge and experience with the permitting process. AECOM has provided the schedule below for completion of NEPA review.

TABLE G: Schedule to Complete NEPA Review

Major Task	Start Date	End Date
Format, Supplement, Revise, and Prepare New Technical Studies	June 2013	December 2013
Prepare Draft EA	November 2013	March 2014
Circulate Draft EA	March 2014	April 2014
Revise EA/Respond to Comments	May 2014	June 2014
Final EA/FONSI	June 30, 2014	

Resource agencies have been contacted extensively during the CEQA process. Permit applications for review of the proposed project were submitted to the following resource agencies in March, 2013:

- Army Corps of Engineers – Section 404 Permit
- State Water Resources Control Board – Section 1601 Permit

- California Department of Fish and Wildlife (provided joint letter with USFWS) – Section 401

A source has been identified for purchase of wetland mitigation credits. In addition, the City has credits available for upland impacts available in an existing bank.

There are only three parcels of land from which ROW must be acquired. Two of these parcels are owned by the City of Escondido. The third is owned by Mission Valley Corporate Center, LLC. The Property Owner has signed a letter of understanding supporting the annexation of their parcel, the Citracado Parkway Extension Project and allowing geological studies, appraisal work, survey work and archaeological data recovery on their property. The annexation process began with City Council approval of the annexation of three parcels in order to facilitate construction, operation and maintenance of the planned extension of Citracado Parkway on January 16, 2013. As the annexation and the new road segment greatly increase the economic value of this property, the City does not anticipate difficulty obtaining necessary ROW. The property owners' plans for development of the subject property are consistent with the project and would not be possible without the project.

The City anticipates finalizing and executing TIGER funding grant contract between July 2014 and September 30, 2014. Contracts will be bid and awarded between October 2014 and April 2015. Construction mobilization will occur between April 2015 and June 2015. Construction will be scheduled from July 2015 through June 2017 with the road open to traffic beginning July 2017.

b. Innovation

Citracado Parkway has been on city and county maps since at least the 1970s, but progress has been haphazard due to the high costs of road construction. The City has assembled varied and innovative funding sources in order to finance the Citracado Parkway Extension Project. Funding for the project began with an EDI grant provided by HUD for environmental studies and preliminary engineering. Construction funding has come from State of California Transnet funds under Proposition A Extension Local Transportation Sales Tax, Local System Improvements (Local) for \$3.6 million, and private sources consisting of Palomar Pomerado Health Foundation (for \$13 million), and the private developer, Standard Pacific, who will build or pay a fair share of the cost of the northern one-fifth of the connector road at Avenida del Diablo. A TIGER grant for \$14.2 million will complete the project's funding needs.

The Citracado Parkway Extension Project will include an irrigation central control system that will improve irrigation efficiency, reduce costs, and improve worker safety. The City will be able to control the Project's irrigation from a single computer at a central location, and includes advanced flow sensing, communication, programming and evapo-transpiration capabilities. The communications capabilities of this irrigation system eliminate the need to travel to the site. Manual operations and programming functions previously performed with on-site irrigation

controllers will be performed at a central computer where the system can be monitored and adjusted.

The Citracado Parkway Extension Project construction contract documents will include a bid alternate to masonry or concrete sound walls, "PolyBlock" sound walls. PolyBlock is a complete sustainable "green" building product, structural building system. The blocks are a molded polyurethane closed cell rigid compression design and are light weight, sound absorbent, energy conserving, and designed to replace conventional CMUs and ICFs, including concrete blocks, pre-cast, or cast-in-place concrete panels. They provide greater sound attenuation, produce no volatile organic compound off gassing, contain sustainable materials, reduce material waste and provide a reduced carbon footprint. Each truckload of delivered block yields approximately 3.4 times more square feet of wall area compared to each truckload of conventional CMU block. This can result in three times the reduction of GHG emissions associated with transportation of materials to the project site. Since PolyBlock is less expensive and faster to install than traditional masonry block walls, it can reduce impacts on adjacent properties and reduce the overall cost of constructing the Citracado Parkway Extension Project.

An additional measure being considered to reduce roadway noise to the surrounding rural community is rubberized pavement. Rubberized pavement is made from recycled materials and will help to attenuate roadway noise. In addition, rubberized pavement provides a more efficient roadway section by reducing the required thickness of the asphalt pavement.

By reversing the cross slope of Citracado Parkway to drain towards the median instead of away from it, the long-term operation and maintenance of the biofiltration swales is improved, and also eliminated the need for additional right-of-way. Since the biofiltration swales will be located in the roadway median, they will not be disturbed or damaged by pedestrians and will require significantly less maintenance by City forces.

The Project is located within the jurisdictions of both the City of Escondido and County of San Diego. The County has agreed allow the road to be designed to City standards, and is also an active participant in the project's design. This has allowed the project to progress before the annexation process to bring the roadway under City control and responsibility. The City has brought together varied funding sources to finance construction of a this project that will ultimately benefit the public with improved access to Palomar Hospital's regional trauma center and improved water quality through the median-located biofiltration swales.

c. Partnership

The City of Escondido is at the heart of San Diego's North County. Partnerships have been developed to both create this project – with Palomar Pomerado Health and Standard Pacific – and within the North County for regional development. Escondido's CEDS reflects the City's commitment to a highly collaborative approach to economic development. The CEDS also reflects explicit integration of economic development with infrastructure and transportation

planning. The following public and private entities are included as partners in implementation of specific CEDS strategies relevant to each organization's area of expertise:

- City of Escondido (various departments)
- Escondido Education COMPACT (Creating Opportunities Making Partnerships and Connecting Teens)
- Cleantech San Diego
- CountySan Diego County Economic Development
- Escondido Convention & visitors Bureau
- San Diego Convention and Visitors Bureau
- Escondido Chamber of Commerce
- Escondido Downtown Business Association
- California Employment Development Department
- Escondido Growers for Agricultural Preservation
- Small Business Development Center – North County
- San Diego Entrepreneurs Exchange
- San Diego North Chamber of Commerce
- San Diego North Economic Development Council
- San Diego Regional Chamber of Commerce
- San Diego Regional Economic Development Corporation
- State of California Economic Development “Team California”
- Building Industry Association

The regional CEDS also embraces an integrated, collaborative approach to economic development. Significantly, two multi-jurisdictional committees – an Education/Training Taskforce and an Infrastructure Taskforce – were instrumental in defining priorities for future implementation of the CEDS strategies.

d. Results of Benefit-Cost Analysis

The project results in benefits that far outweigh the project cost. Overall the cost-benefit ratio ranges between 2.59 and 88.52. The overall project cost is \$37,233,000, including operation and maintenance costs. High and low estimates for the benefits range from \$96,407,267 to \$3,297,691,518 net present value and are provided on BCA-1 of the attached cost-benefit analysis table.

TABLE H: Results of Benefit-Cost Analysis

Current Status	Changes to Baseline	Type of Impacts	Population Affected	Economic Benefit	Summary of Results	Reference Page in BCA
Gap in transportation network	Gap in network filled with roadway	Reduced vehicle miles travelled	Number of drivers that will use roadway	Monetized value of reduced travel time and vehicle costs	\$39,539,820	BCA- 2 pg 24
Gap in transportation network	Gap in network filled with roadway	Reduced greenhouse gas emissions	Number of drivers that will use the roadway	Monetized value of greenhouse gas emissions	\$693,225- \$722,365	BCA-3 Pg 25
Gap in transportation network	Gap in network filled with roadway	Reduced fatalities due to reduced emergency response time	Number of emergency vehicles	Monetized value of fatalities	\$56,174,223- \$3,255,657,563	BCA-4 Pg 25

The project benefits are further described in the Economic Competitiveness, Sustainability and Safety sections. The sections below discuss assumptions used and how the benefits are monetized for the cost-benefit analysis.

Travel Time Reduction & Reduced Vehicle Costs

The economic benefit associated with reduced travel time and vehicle cost, 104 seconds and 0.81-miles, respectively, is calculated based the single trip time reduction (per Table B on page 11) multiplied by the number of users.

Based on data in the Traffic Technical Report, prepared by VRPA Technologies, dated June 7, 2011, and discussed in Section ii Economic Development, the number of users that would benefit from this 104-second (0.81-mile) trip reduction is 19,400 per day on opening day.

The projected number of daily users declines slightly to 18,600 ADT by 2030. This decline is as a result of the assumption that other planned roadway improvements will be completed by 2030. While SANDAG projects an increase in traffic rates beyond 2030, for the purposes of our analysis, daily traffic volumes are conservatively assumed to remain constant beyond 2030.

The opening day and Build 2030 traffic levels provide the number of users that will benefit from the project, a straight line interpolation is used between 2014 and 2030. For simplicity, the reduction in congestion on other roadways as a result of completion of the project is not included in the cost-benefit analysis. In addition, since this project constructs a segment of new roadway, construction delays are not anticipated as a result of the project.

The benefit associated with a reduction in travel length and duration is calculated in two parts:

1. Travel time savings is calculated based on the reduced trip duration (per Table B) and the average number of trips provided in the project traffic study. The value of travel time is based on Page 5 of the BCA Resource Guide with All Purpose travel valued at \$12.50 per person-hour in 2009. This value is adjusted to the base year (2012) using the Gross Domestic Product Implicit Price Deflators as reported by the US Department of Commerce's Bureau of Economic Analysis for personal consumption service expenditures.

$$\$12.50 \times (118.78/112.157) = \$13.24 \text{ per person-hour}$$

2. Savings resulting from reduced vehicle operating costs are calculated based on American Automobile Association data for 2013. AAA estimates the average vehicle operating cost at \$0.608 per mile of travel distance. The travel distance is calculated based on the reduced trip length (per Table B) and the average number of trips provided in the project traffic study.

Reduced Greenhouse Gas Emissions

The economic benefit resulting from reduced greenhouse gas emissions is calculated based on the reduction in vehicle miles travelled. An EMFAC2011 model run was completed by Dr. Cheryl Laskowski, Ph.D. with AECOM and is further described in Section iv Sustainability and outlined in Table E, above. Note: ROG is the California equivalent of VOC.

The benefit associated with reduced ROG (VOC) and NOx emissions are equal to the product of the change in emissions in Table E and the values provided on Page 6 of the BCA Resource Guide. The values from the BCA Resource Guide are adjusted from 2007 values to the base year (2012) using the Gross Domestic Product Implicit Price Deflators as reported by the US Department of Commerce's Bureau of Economic Analysis for gross domestic product as follows:

$$\text{ROG (VOC): } \$1,280 \times (115.387/106.227) = \$1,390 / \text{MT}$$

$$0.21061 \text{ MT/yr} \times \$1,390/\text{MT} = \$292.75/\text{yr}$$

$$\text{NOx : } \$5,217 \times (115.387/106.227) = \$5,666 / \text{MT}$$

$$0.60711 \text{ MT/yr} \times \$5,666/\text{MT} = \$3,439.89/\text{yr}$$

$$\text{Non CO2 Benefits} = \text{ROG(VOC)} + \text{NOx} = \$3,732.63/ \text{yr}$$

The ROG(VOC) and NOx benefit if the project is \$3,732 per year.

Carbon dioxide emissions are valued in accordance with pages 7-8 of the BCA Resource Guide. Since the project constructs a new roadway, construction delays are not anticipated; therefore, increased emissions for delays are not included in the analysis.

The Final CEQA EIR for this project can be found at: <http://www.escondido.org/Data/Sites/1/media/PDFs/Planning/Citracado/FinalEIR.pdf>. The EIR includes an air quality analysis, which included anticipated impacts due to construction. Page 3.3-31 of the EIR states that an estimated

784 tons of CO₂ are anticipated to be produced over the lifetime of construction. For simplicity of analysis, the costs associated with the anticipated increase in greenhouse gas emissions as a result of construction are shown in year 2016. While the EIR did not estimate the amount of other greenhouse gases produced during construction, the cost of these other gases have been conservatively estimated at 10% of the total cost of emissions and shown in year 2016.

Safety

Given the project's proximity to the Palomar Medical Center, northern-San Diego's regional trauma center, completion of this missing segment of roadway south of the hospital will allow reduced emergency response times *reducing fatalities*. Section v. Safety provides information related to how response times affect patient outcome. In addition, this section outlines two data sources analyzed to determine the number of emergency vehicle trips that will benefit from the project. The reduction in mortality was calculated in Table F, above, in two ways:

1. Per the Wilde study, the mortality rate (at one year) increases by 13% for one minute of increased travel time. Although, the anticipated reduction in travel time is 1.7-minutes for this project (per Table B), we have conservatively used the 13% increased associated with the one-minute travel time.
2. Per the Nicholl, West, Goodacre and Turner study each additional kilometer travelled was associated with a 2% relative increase in mortality. This project reduces travel distance by 1.3-km (0.81-miles per Table B); therefore, the relative reduction in mortality is expected to be $2\% \times 1.3 = 2.6\%$.

Table F calculates that the project results in a reduction in anticipated fatalities of between 1.1-persons and 39.1-persons per year.

The benefit of reduced response times is monetized based on the Guidance on Treatment of the Economic Value of a Statistical Life in US Department of Transportation Analysis. The guidance recommends a value of \$9.1M per fatality. Therefore the annual safety benefit for the project ranges from \$9.1-M/year to \$357.4M/year in the base year (2012). Since the project will be completed mid-2017, half of the annual values have been included for 2017.

Job Opportunities for Low Income Workers

While not included in the cost-benefit analysis, the project will create 322 construction related jobs. In addition, the project has the potential to spur the development of ERTC business park that could provide 1,710 permanent jobs and 453 construction jobs. Given the Economically Distressed condition of the City of Escondido, it is likely that these jobs will benefit low income wage earners.

V. Approvals

The final CEQA document for Citracado Parkway Extension Project was prepared in February 2012 and adopted by Escondido's City Council on April 18, 2012. AECOM was the lead environmental consultant for the project. In addition, the Escondido City Council granted an entitlement approving the project on April 18, 2012. (report: <http://www.escondido.org/Data/Sites/1/media/PDFs/Planning/Citracado/FinalEIR.pdf> & appendix: <http://www.escondido.org/Data/Sites/1/media/PDFs/Planning/Citracado/FinalEIR/Appendices.pdf>)

Permit applications for review of the proposed project were submitted to the following resource agencies in March, 2013:

- Army Corps of Engineers – Section 404 Permit
- State Water Resources Control Board – Section 1601 Permit
- California Department of Fish and Wildlife (provided joint letter with USFWS) – Section 401

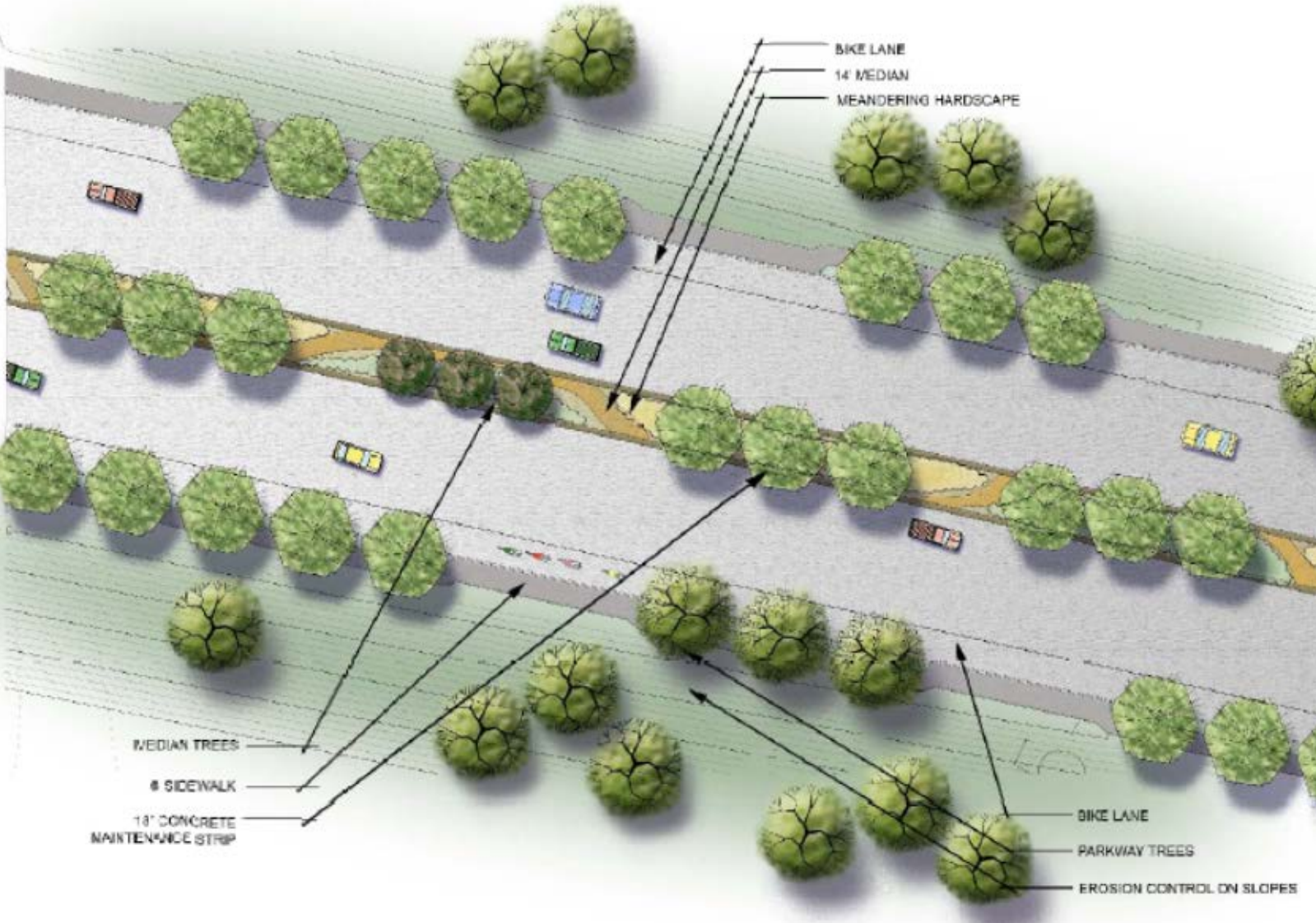
The City has held pre-submission conferences with each of the resources agencies. No significant issues have been discovered or discussed.

In addition to the above completed approvals and permits in process, the City would be required to completed NEPA environmental reviews to receive TIGER grant funds. Please refer to Section VI Project Readiness for a discussion on the timing to complete NEPA documentation.

The annexation process has been initiated for three parcels of County lands. The project has been designed to proceed with or without annexation. No significant issues are anticipated in the annexation process.

No other legislative boundaries exist for this project. The project has support from the County of San Diego, SANDAG (the MPO) and the community.

Citracado Parkway Extension Project



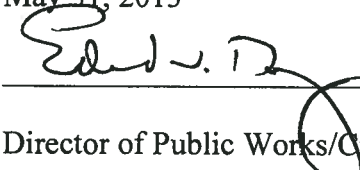
Federal Wage Rate Certification



Edward N. Domingue, P.E.
Public Works Director/City Engineer
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4813 Fax: 760-839-4597

Federal Wage Rate Certification

I, Edward N Domingue, on behalf of the City of Escondido, California, as an applicant for 2013 U.S. DOT TIGER Discretionary Grant Program Funding, certify to the best of my knowledge and belief, that the Citracado Parkway Extension Project will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2013 Continuing Appropriations Act if awarded 2013 TIGER funding.

Date: May 31, 2013
Signature: 
Title: Director of Public Works/City Engineer
Grant Applicant: City of Escondido, California

PUBLIC LAW 107-217—AUG. 21, 2002 [as amended¹]

An Act

To revise, codify, and enact without substantive change certain general and permanent laws, related to public buildings, property, and works, as title 40, United States Code, “Public Buildings, Property, and Works”.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. TITLE 40, UNITED STATES CODE.

Certain general and permanent laws of the United States, related to public buildings, property, and works, are revised, codified, and enacted as title 40, United States Code, “Public Buildings, Property, and Works”, as follows:

TITLE 40—PUBLIC BUILDINGS, PROPERTY, AND WORKS

* * * *

SUBTITLE II—PUBLIC BUILDINGS AND WORKS

* * * *

PART A—GENERAL

* * * *

CHAPTER 31 – GENERAL

* * * *

SUBCHAPTER IV - WAGE RATE REQUIREMENTS

Sec. 3141. Definition

In this subchapter, the following definitions apply:

(1) Federal government. — The term “Federal Government” has the same meaning that the term “United States” had in the Act of March 3, 1931 (ch. 411, 46 Stat. 1494) (known as the Davis-Bacon Act).²

(2) Wages, scale of wages, wage rates, minimum wages, and prevailing wages. — The terms “wages”, “scale of wages”, “wage rates”, “minimum wages”, and “prevailing wages” include —

(A) the basic hourly rate of pay; and

¹ Pub. L. 109-284 Sec. 6(11), (12), and (13) made three minor technical corrections in Secs 3141(1), and 3142(d) and (e). (Sept. 27, 2006, 120 Stat. 1213.)

² The Davis-Bacon Act, referred to in par. (1), is act of Mar. 3, 1931, ch. 411, 46 Stat. 1494, as amended, which was classified generally to sections 276a to 276a-5 of former Title 40, Public Buildings, Property, and Works, and was repealed and reenacted as sections 3141-3144, 3146, and 3147 of this title by Pub. L. 107-217, Secs. 1, 6(b), Aug. 21, 2002, 116 Stat. 1062, 1304.

(B) for medical or hospital care, pensions on retirement or death, compensation for injuries or illness resulting from occupational activity, or insurance to provide any of the forgoing, for unemployment benefits, life insurance, disability and sickness insurance, or accident insurance, for vacation and holiday pay, for defraying the costs of apprenticeship or other similar programs, or for other bona fide fringe benefits, but only where the contractor or subcontractor is not required by other federal, state, or local law to provide any of those benefits, the amount of—

(i) the rate of contribution irrevocably made by a contractor or subcontractor to a trustee or to a third person under a fund, plan, or program; and

(ii) the rate of costs to the contractor or subcontractor that may be reasonably anticipated in providing benefits to laborers and mechanics pursuant to an enforceable commitment to carry out a financially responsible plan or program which was communicated in writing to the laborers and mechanics affected.

Sec. 3142. Rate of wages for laborers and mechanics

(a) Application.— The advertised specifications for every contract in excess of \$2,000, to which the Federal Government or the District of Columbia is a party, for construction, alteration, or repair, including painting and decorating, of public buildings and public works of the Government or the District of Columbia that are located in a State or the District of Columbia and which requires or involves the employment of mechanics or laborers shall contain a provision stating the minimum wages to be paid various classes of laborers and mechanics.

(b) Based on Prevailing Wage.— The minimum wages shall be based on the wages the Secretary of Labor determines to be prevailing for the corresponding classes of laborers and mechanics employed on projects of a character similar to the contract work in the civil subdivision of the State in which the work is to be performed, or in the District of Columbia if the work is to be performed there.

(c) Stipulations Required in Contract.— Every contract based upon the specifications referred to in subsection (a) must contain stipulations that—

(1) the contractor or subcontractor shall pay all mechanics and laborers employed directly on the site of the work, unconditionally and at least once a week, and without subsequent deduction or rebate on any account, the full amounts accrued at time of payment, computed at wage rates not less than those stated in the advertised specifications,

regardless of any contractual relationship which may be alleged to exist between the contractor or subcontractor and the laborers and mechanics;

(2) the contractor will post the scale of wages to be paid in a prominent and easily accessible place at the site of the work; and

(3) there may be withheld from the contractor so much of accrued payments as the contracting officer considers necessary to pay to laborers and mechanics employed by the contractor or any subcontractor on the work the difference between the rates of wages required by the contract to be paid laborers and mechanics on the work and the rates of wages received by the laborers and mechanics and not refunded to the contractor or subcontractors or their agents.

(d) Discharge of Obligation. — The obligation of a contractor or subcontractor to make payment in accordance with the prevailing wage determinations of the Secretary of Labor, under this subchapter and other laws incorporating this subchapter by reference, may be discharged by making payments in cash, by making contributions described in section 3141(2)(B)(i) of this title, by assuming an enforceable commitment to bear the costs of a plan or program referred to in section 3141(2)(B)(ii) of this title, or by any combination of payment, contribution, and assumption, where the aggregate of the payments, contributions, and costs is not less than the basic hourly rate of pay plus the amount referred to in section 3141(2)(B) of this title.

(e) Overtime Pay. — In determining the overtime pay to which a laborer or mechanic is entitled under any federal law, the regular or basic hourly rate of pay (or other alternative rate on which premium rate of overtime compensation is computed) of the laborer or mechanic is deemed to be the rate computed under section 3141(2)(A) of this title, except that where the amount of payments, contributions, or costs incurred with respect to the laborer or mechanic exceeds the applicable prevailing wage, the regular or basic hourly rate of pay (or other alternative rate) is the amount of payments, contributions, or costs actually incurred with respect to the laborer or mechanic minus the greater of the amount of contributions or costs of the types described in section 3141(2)(B) of this title actually incurred with respect to the laborer or mechanic or the amount determined under section 3141(2)(B) of this title but not actually paid.

3141(2)(B) of this title but not actually paid. Sec.3143.

Every contract within the scope of this subchapter shall contain a provision that if the contracting officer finds that any laborer or mechanic employed by the contractor or any subcontractor directly on the site of the work covered by the contract has been or is being paid a rate of wages less than the rate of wages required by the contract to be paid, the Federal Government by written notice to the contractor may terminate the contractor's right to proceed with the work or the part of the work as to which there has been a failure to pay the required wages. The Government may have the work completed, by contract or otherwise, and the contractor and the contractor's sureties shall be liable to the Government for any excess costs the Government incurs.

Sec. 3144. Authority of Comptroller General to pay wages and list contractors violating contracts

(a) Payment of Wages. —

(1) In general. — The Comptroller General shall pay directly to laborers and mechanics from any accrued payments withheld under the terms of a contract any wages found to be due laborers and mechanics under this subchapter.

(2) Right of action. — If the accrued payments withheld under the terms of the contract are insufficient to reimburse all the laborers and mechanics who have not been paid the wages required under this subchapter, the laborers and mechanics have the same right to bring a civil action and intervene against the contractor and the contractor's sureties as is conferred by law on persons furnishing labor or materials. In those proceedings it is not a

defense that the laborers and mechanics accepted or agreed to accept less than the required rate of wages or voluntarily made refunds.

(b) List of Contractors Violating Contracts. —

(1) In general. — The Comptroller General shall distribute to all departments of the Federal Government a list of the names of persons whom the Comptroller General has found to have disregarded their obligations to employees and subcontractors.

(2) Restriction on awarding contracts. — No contract shall be awarded to persons appearing on the list or to any firm, corporation, partnership, or association in which the persons have an interest until three years have elapsed from the date of publication of the list.

* * * *

Sec. 3146. Effect on other federal laws

This subchapter does not supersede or impair any authority otherwise granted by federal law to provide for the establishment of specific wage rates.

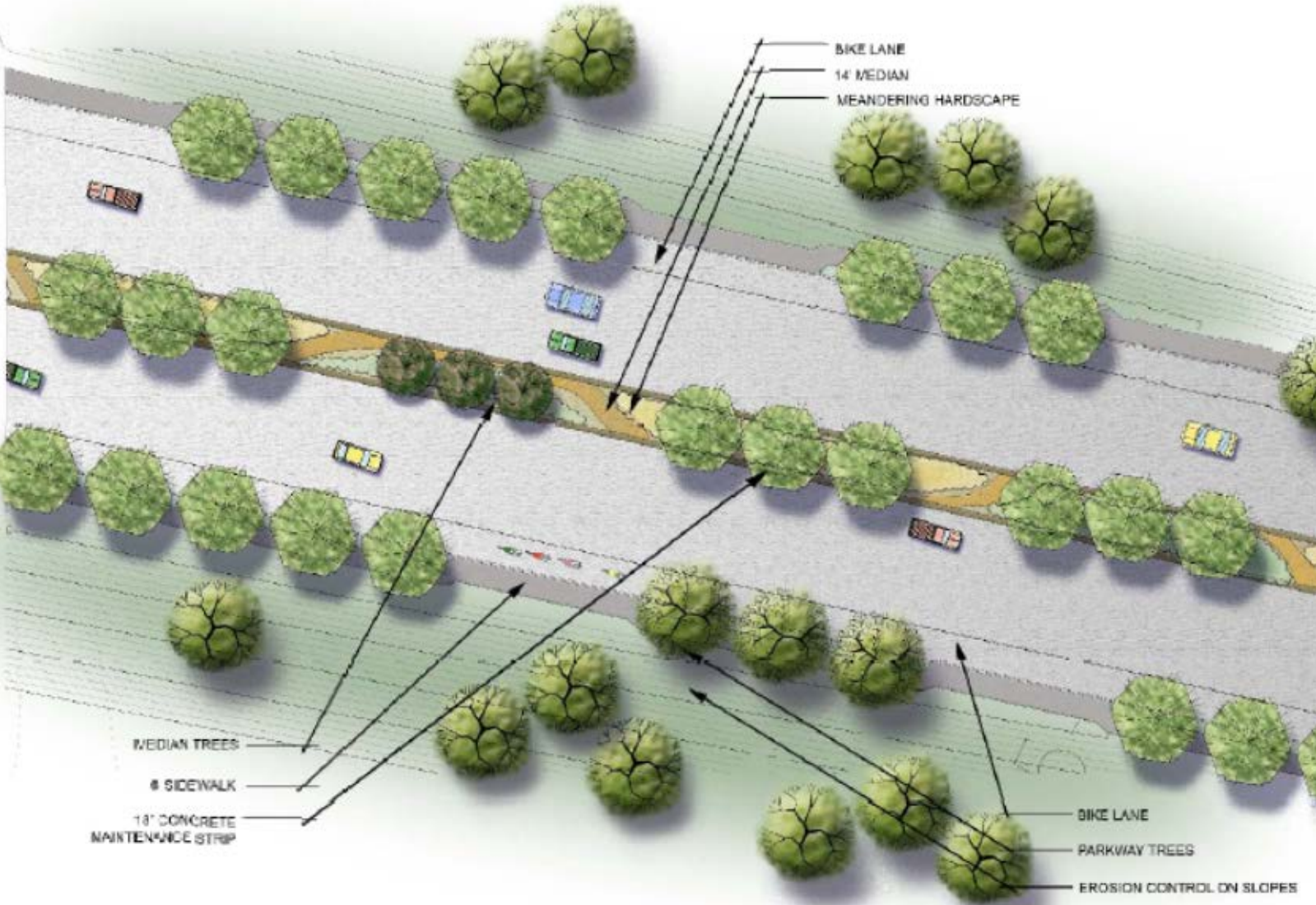
Sec. 3147. Suspension of this subchapter during a national emergency

The President may suspend the provisions of this subchapter during a national emergency.

Sec. 3148. Application of this subchapter to certain contracts

This subchapter applies to a contract authorized by law that is made without regard to section 3709 of the Revised Statutes (41 U.S.C. 5), or on a cost-plus-a-fixed-fee basis or otherwise without advertising for proposals, if this subchapter otherwise would apply to the contract.

Citracado Parkway Extension Project



Appendix A
Figures

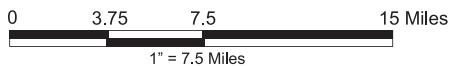


Figure 6.8
Regional Arterial
System

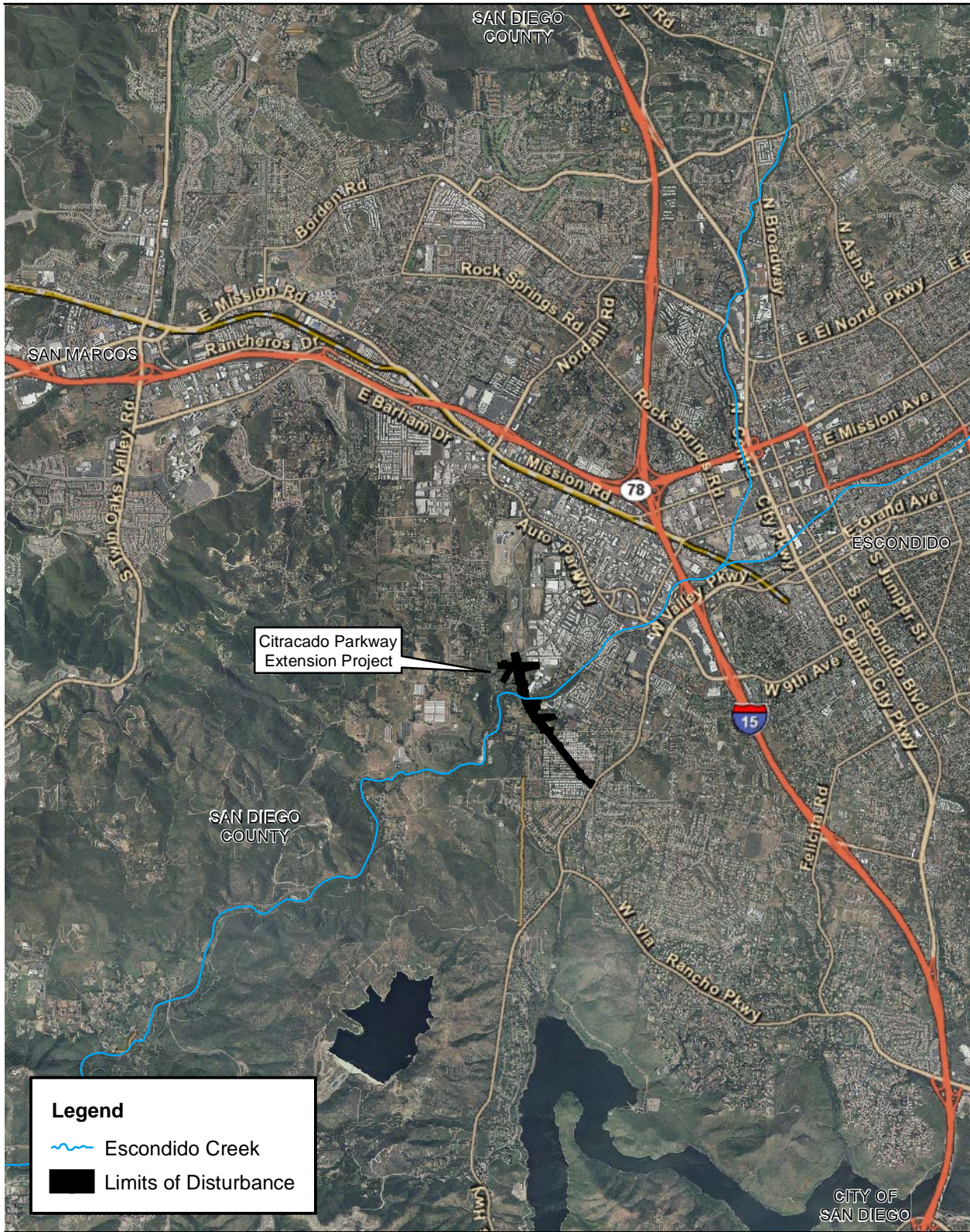
October 2011

- Freeways and Highways
- Regional Arterials

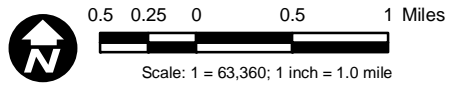




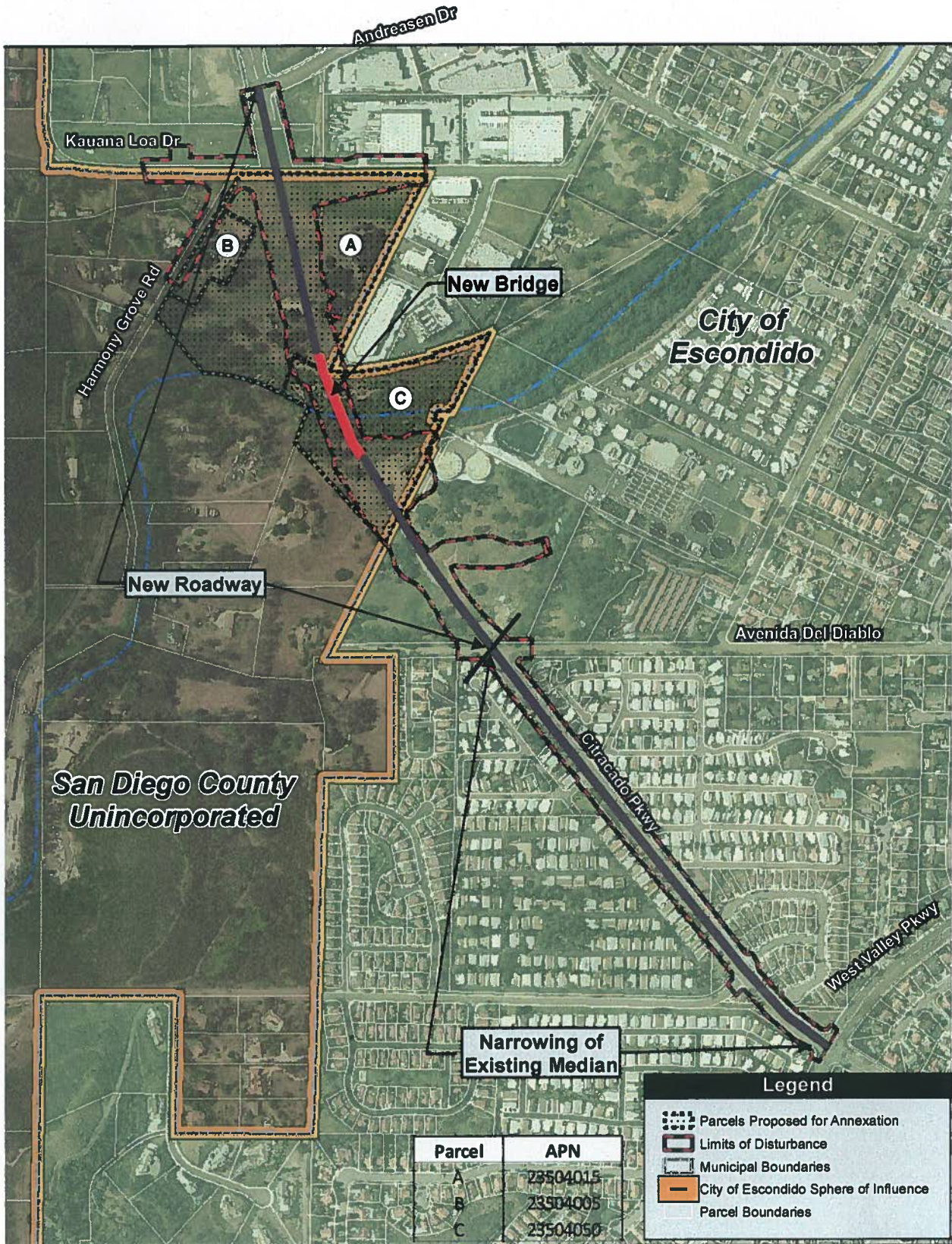
Regional Location Map



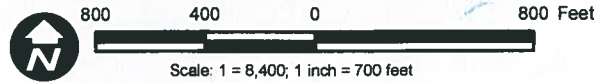
Source: Boyle Engineering 2007; ESRI 2011; LandisCor 2010; AECOM 2011



Vicinity Map - Aerial Image

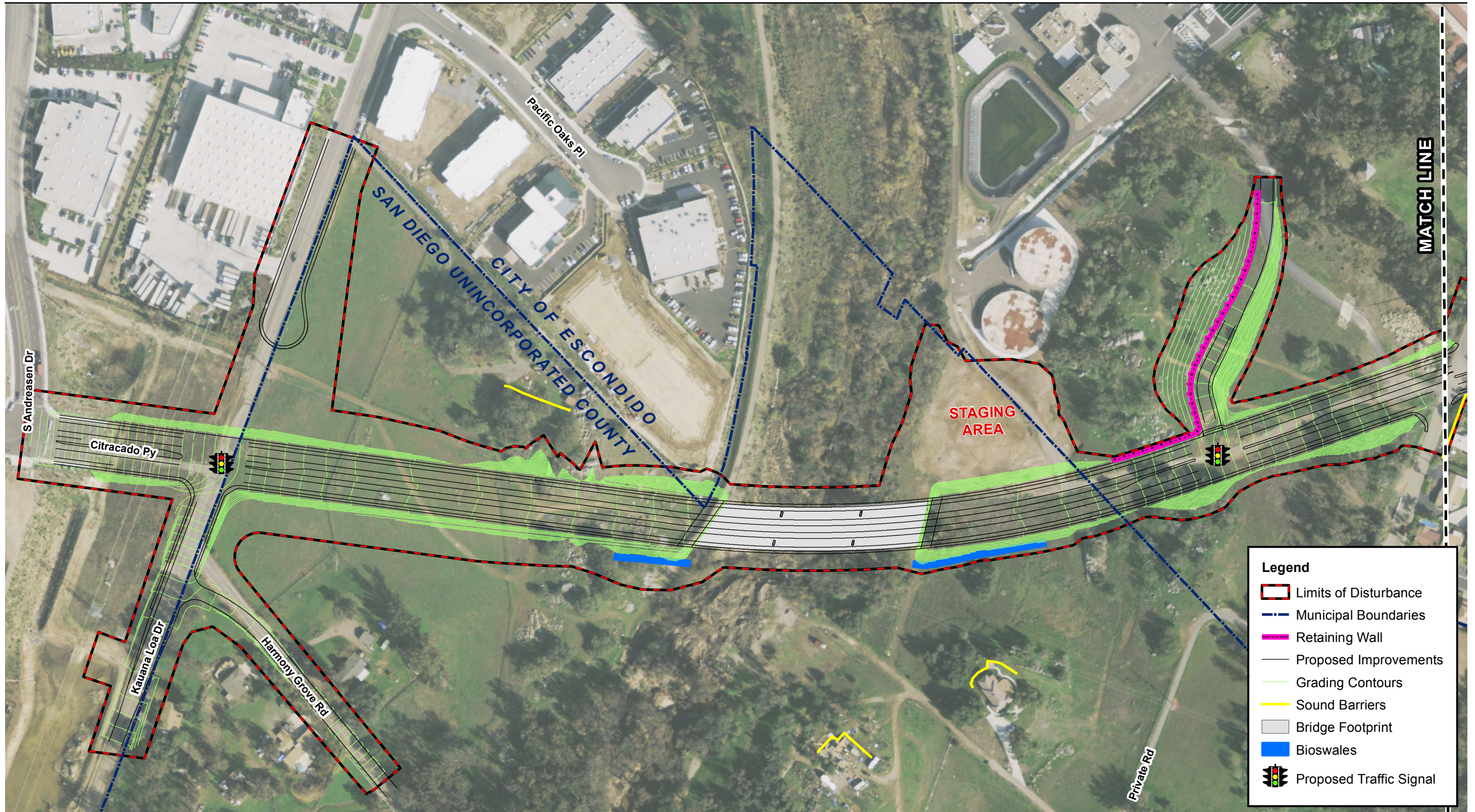


Source: SanGIS 2011; Boyle Engineering 2007; AECOM 2011; Landscor 2010

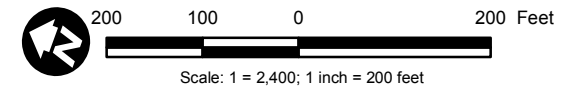


Citricado Parkway Extension Project Draft EIR

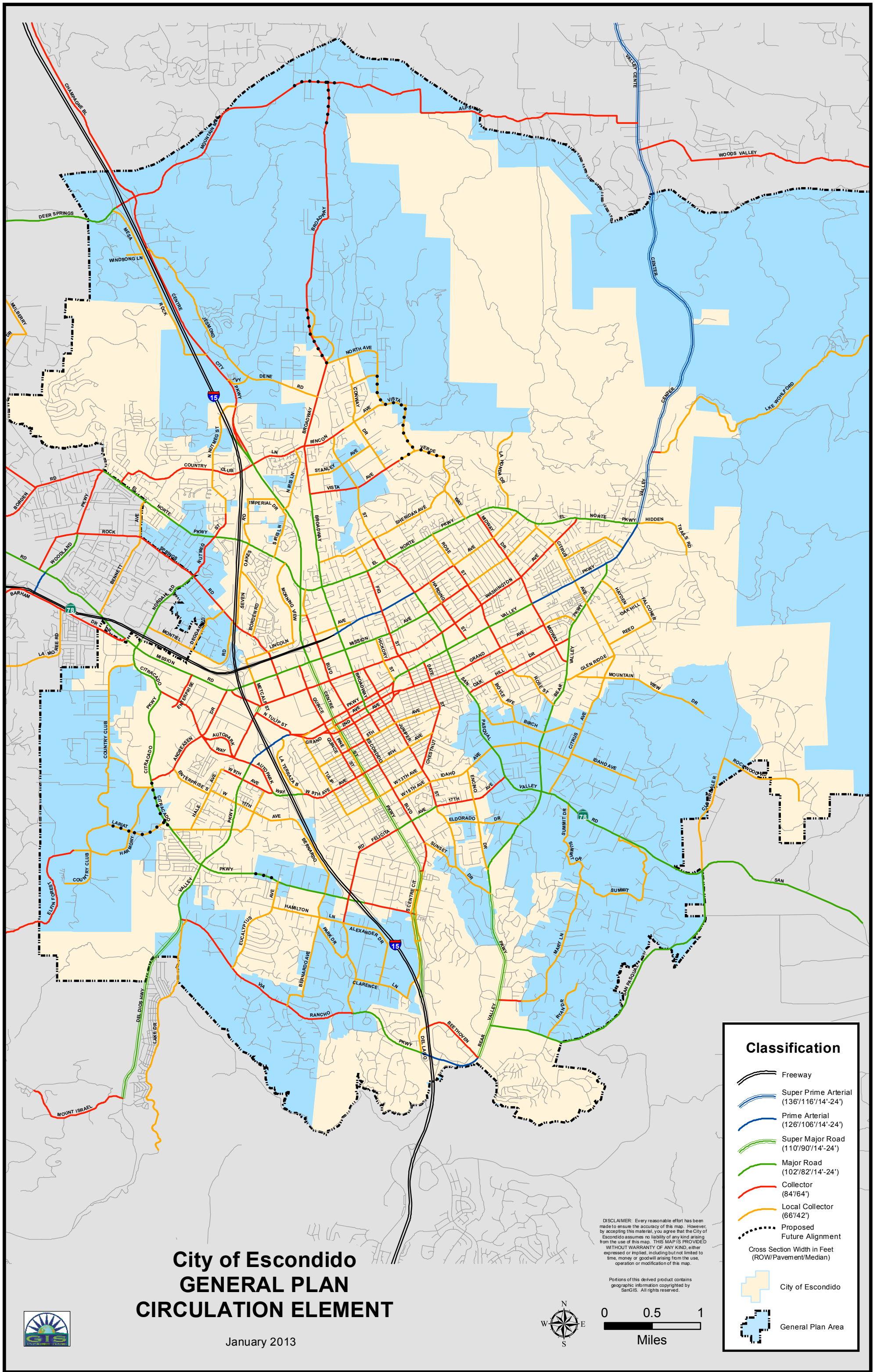
Path: P:\2006\06080144 Citricado Pkwy\SGIS\MXD\2011_mxd\SEIR_2011\Amexation.mxd, 5/27/2011, Lee J



Source: SanGIS 2010; Boyle Engineering 2007; AECOM 2010



Project Features: Roadway Extension



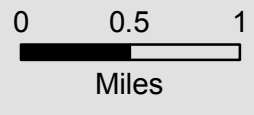
City of Escondido GENERAL PLAN CIRCULATION ELEMENT

January 2013



DISCLAIMER: Every reasonable effort has been made to ensure the accuracy of the map. However, by accepting this material, you agree that the City of Escondido assumes no liability of any kind arising from the use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to time, money or good will arising from the use, operation or modification of the map.

Portions of this derived product contains geographic information copyrighted by SanGIS. All rights reserved.

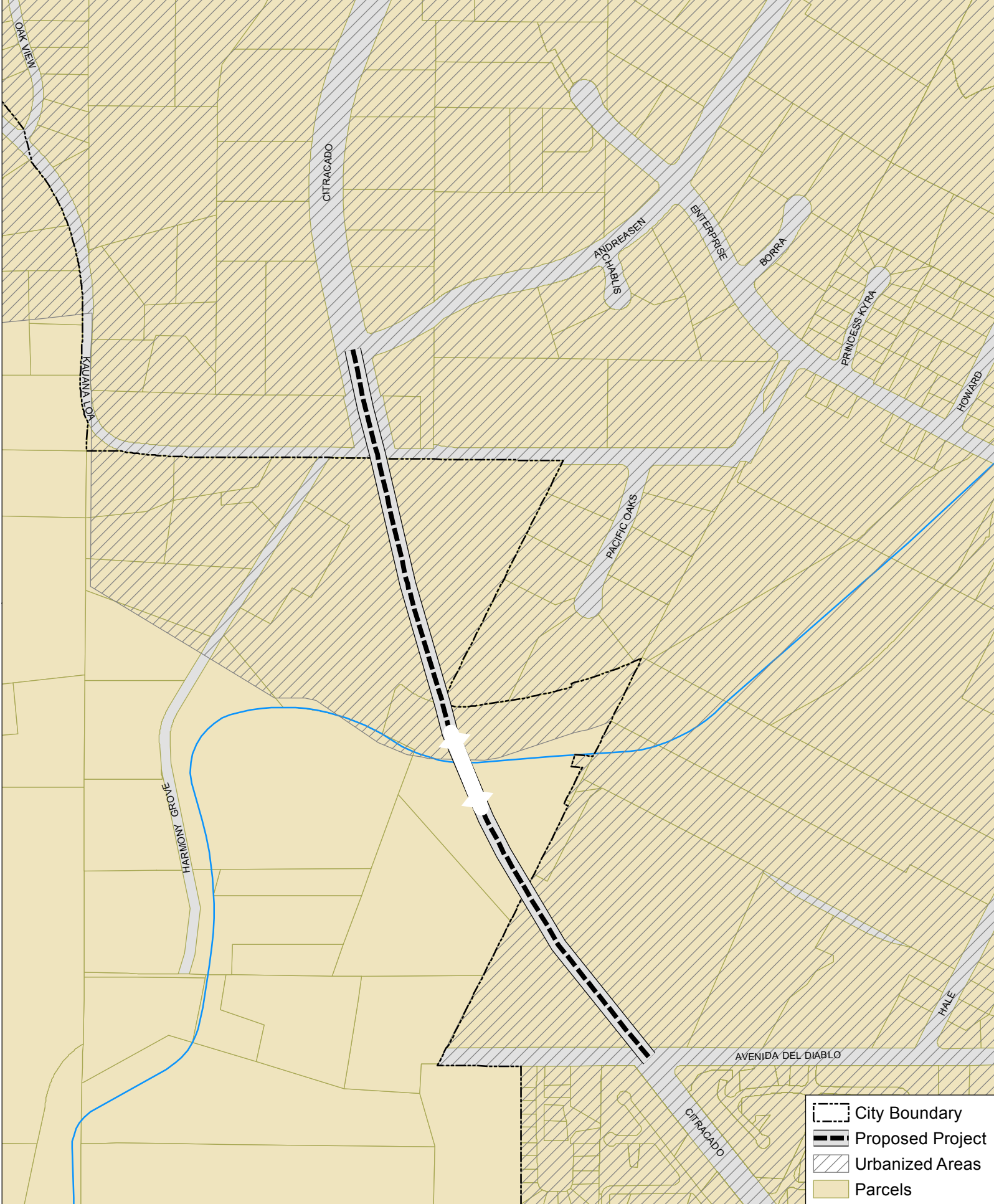


Classification

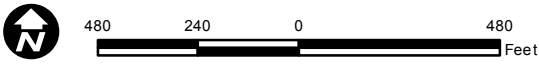
- Freeway
- Super Prime Arterial (136'/116'/14'-24')
- Prime Arterial (126'/106'/14'-24')
- Super Major Road (110'/90'/14'-24')
- Major Road (102'/82'/14'-24')
- Collector (84'/64')
- Local Collector (66'/42')
- Proposed Future Alignment

Cross Section Width in Feet (ROW/Pavement/Median)

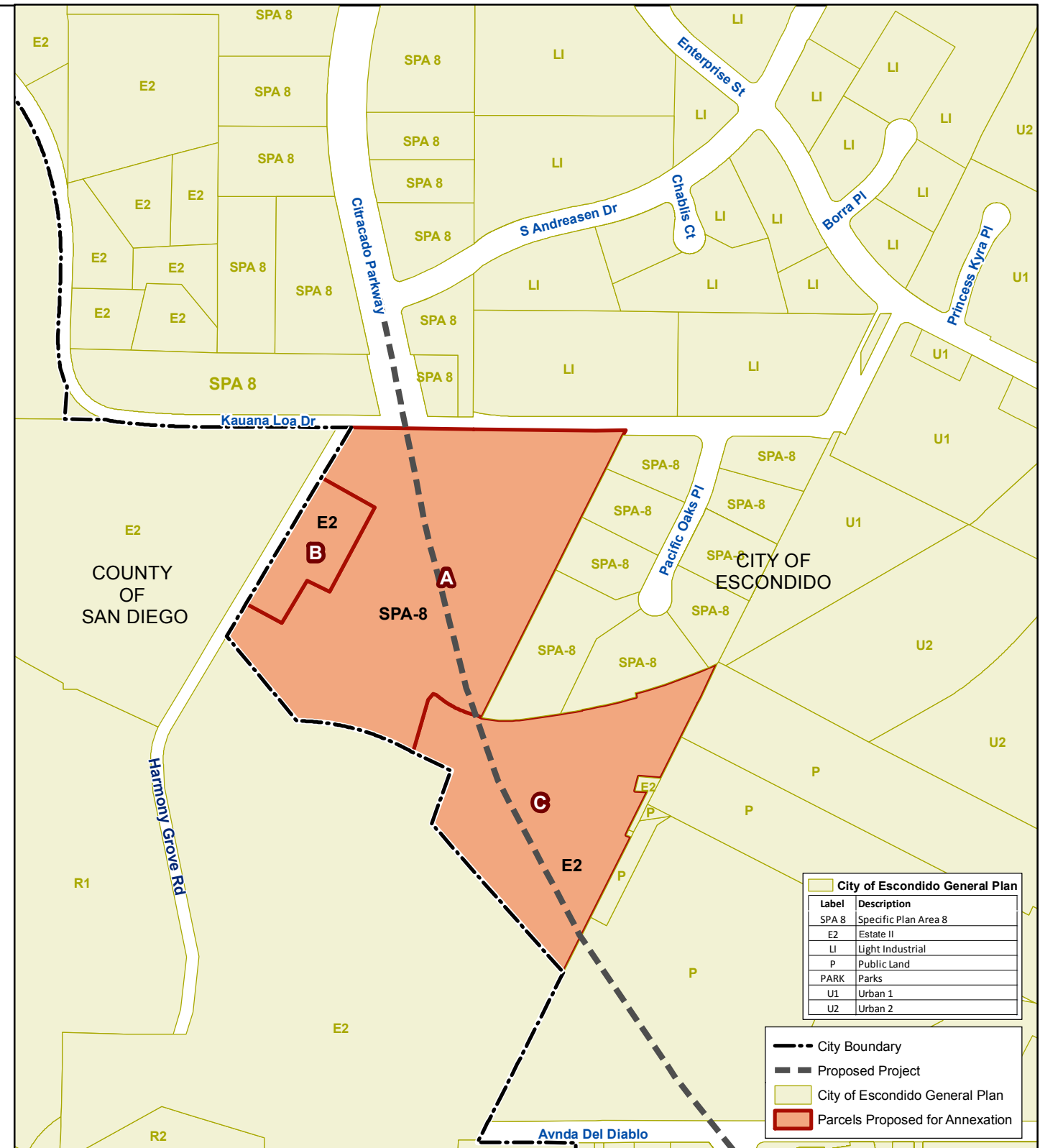
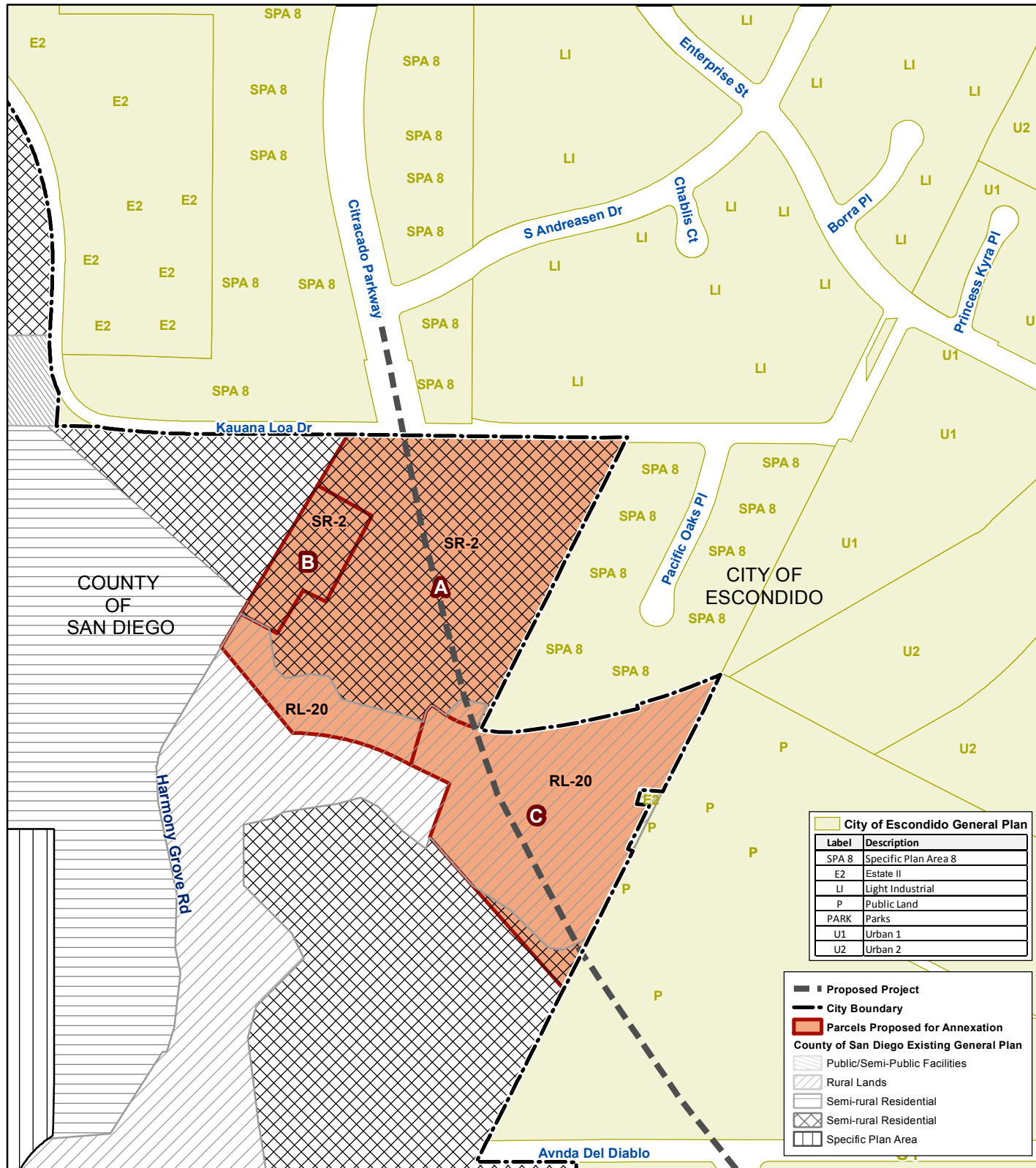
- City of Escondido
- General Plan Area



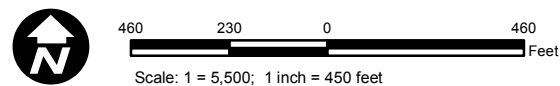
Source: US Census Bureau, City of Escondido



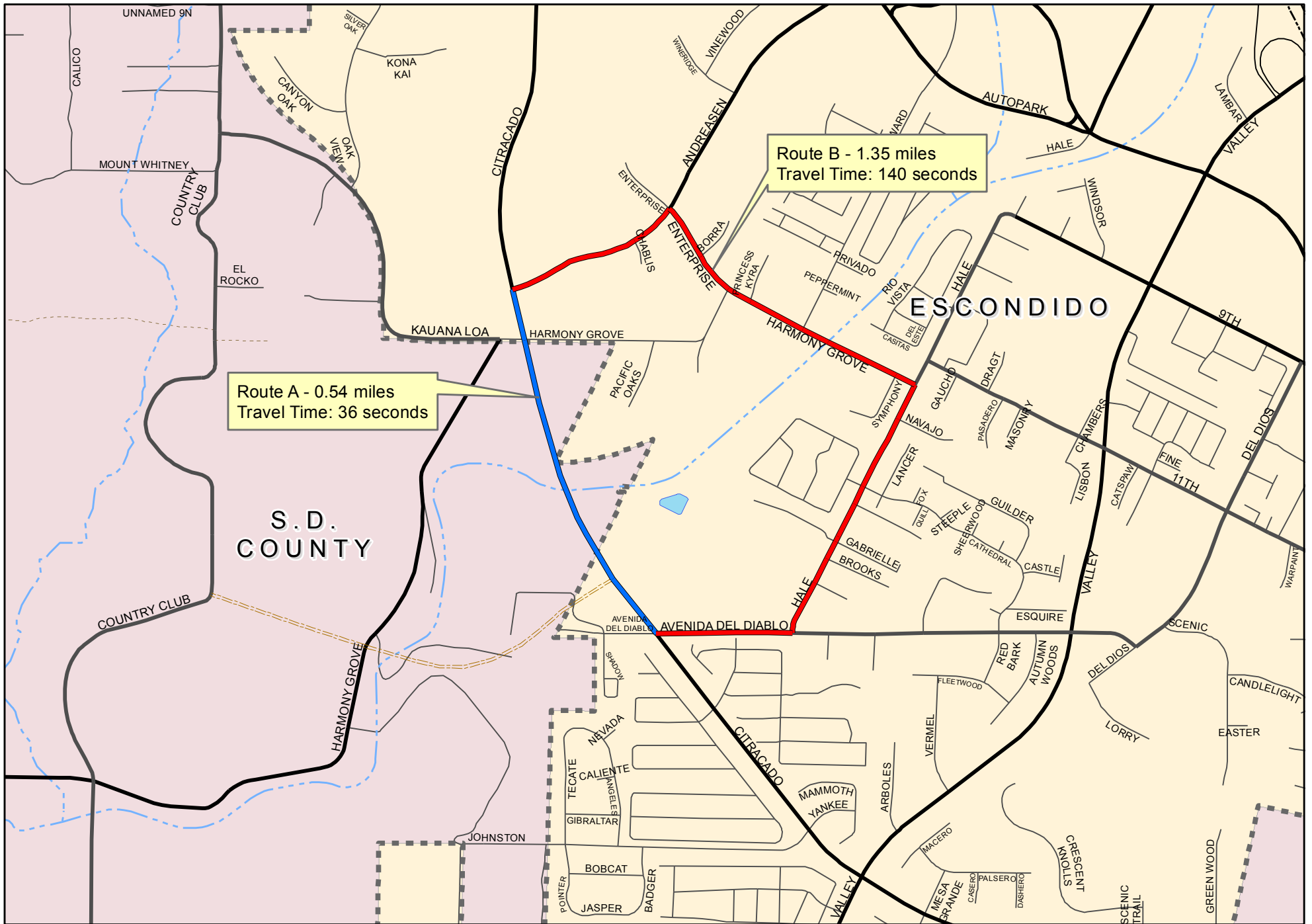
Urbanized Areas



Source: SanGIS 2011; City of Escondido 2009

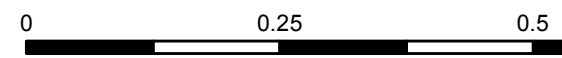


Existing and Proposed Land Use Designations



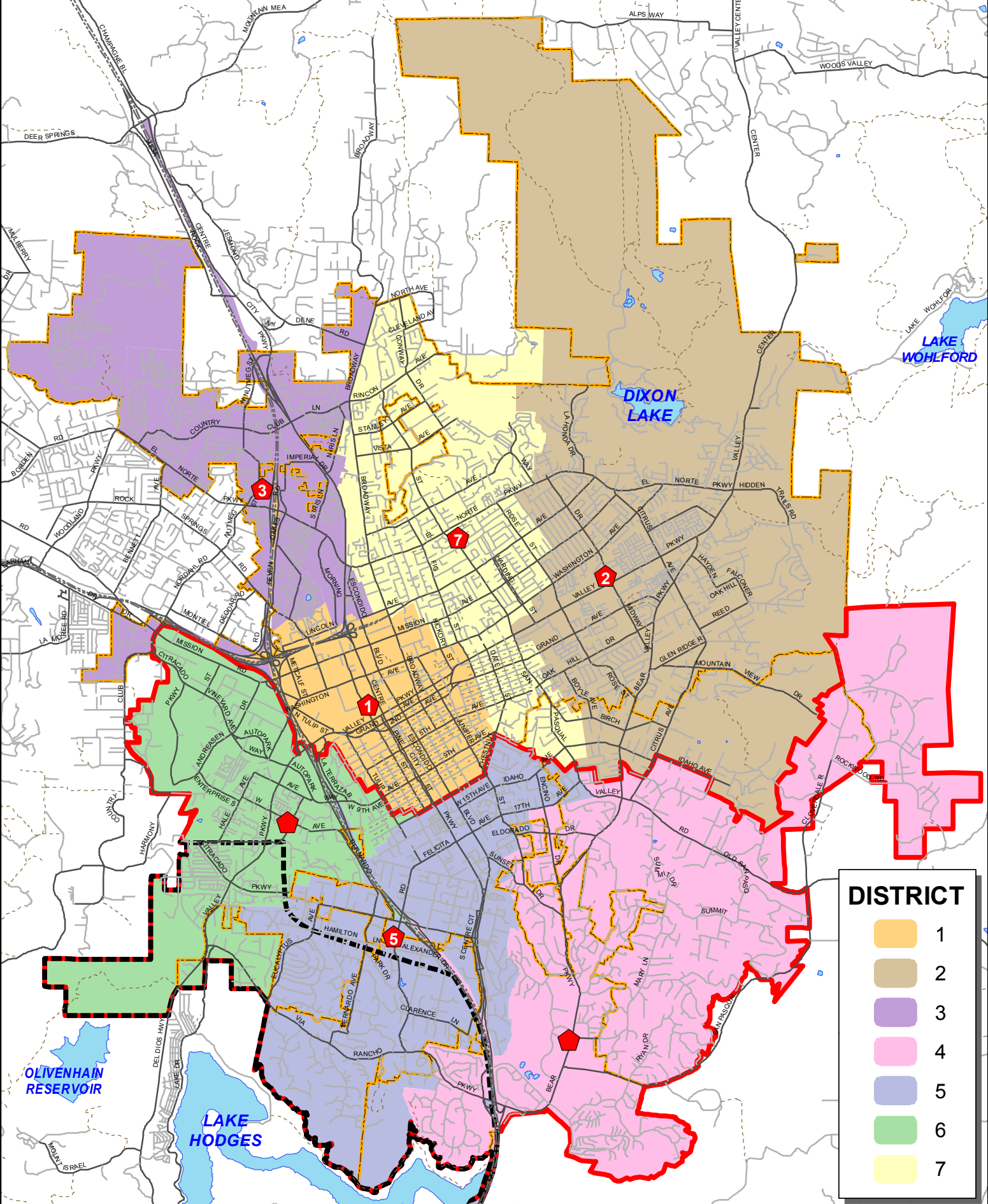
s:\gis\projects\engineering\homi0513\citracado\otme

City of Escondido
CITRACADO PARKWAY



1 Miles





DISTRICT	
	1
	2
	3
	4
	5
	6
	7

Escondido Fire Service Districts

- Fire Station
- Area Served By Road Extension
- Districts Potentially Served By Road Extension

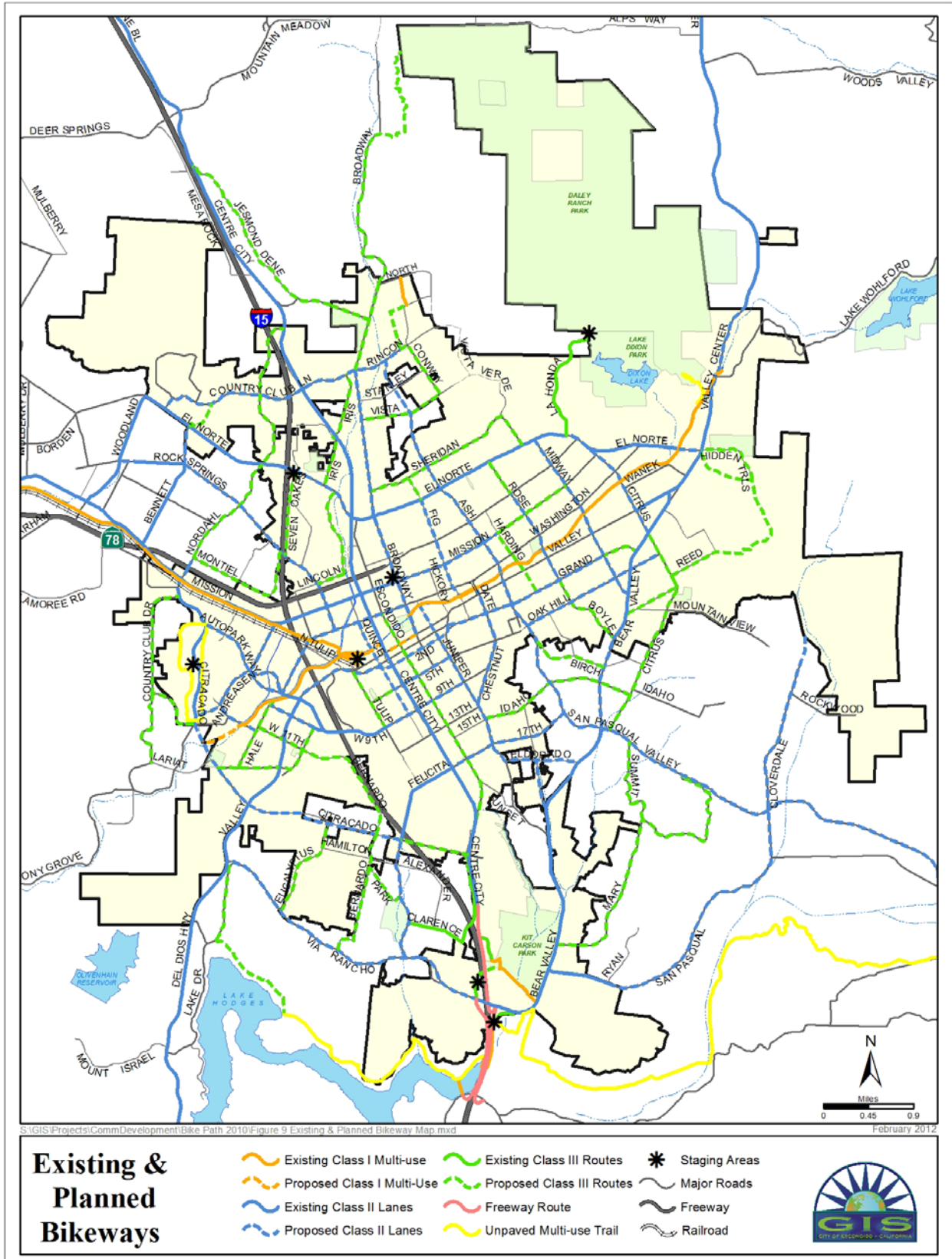
N

0 1 2 Miles

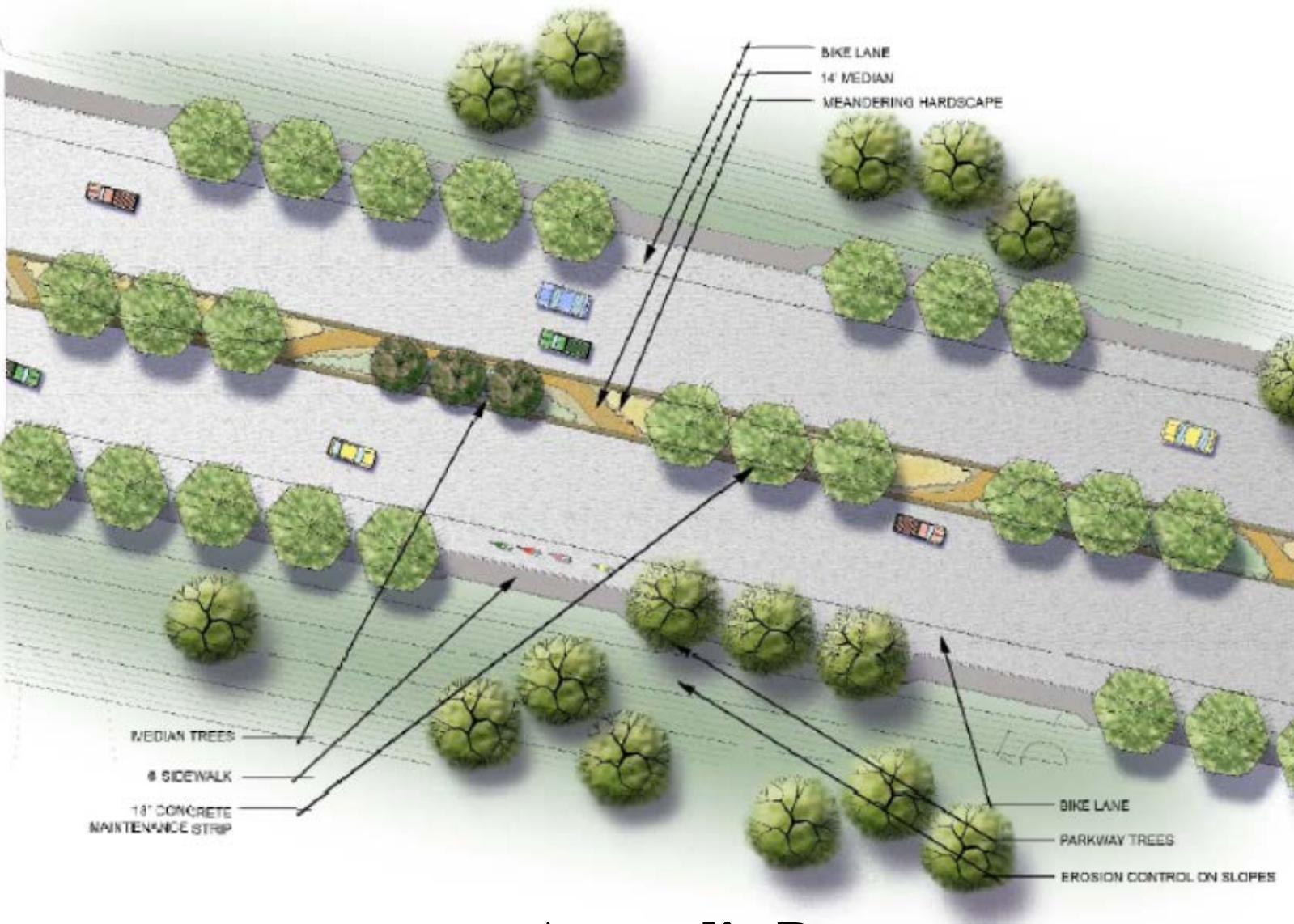
S:\GIS\PROJECTS\PERMITS\ESCONDIDO\FINAL\ACR\MXD



Figure ES 1 Existing and Proposed Bicycle Facilities



Citracado Parkway Extension Project



Appendix B Letters of Support

DUNCAN HUNTER
50TH DISTRICT, CALIFORNIA

COMMITTEE ON ARMED SERVICES

COMMITTEE ON
EDUCATION AND THE WORKFORCE

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE



U.S. House of Representatives
Washington, DC 20515-0550

June 26, 2013

223 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0550
(202) 225-5672
FAX: (202) 225-0235

1611 NORTH MAGNOLIA AVENUE
SUITE 310
EL CAJON, CA 92020
(619) 448-5201
FAX: (619) 449-2251

Secretary Ray LaHood
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing in support of an application submitted by the City of Escondido for the U.S. Department of Transportation's (DOT) Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grant Program. TIGER funding would be used to support the Citracado Parkway Extension project, which could be completed by June 2016. This is a ready-to-go, regionally significant and widely supported transportation link.

The Citracado Parkway Extension stretches through dense commercial and industrial areas along Interstate 15 and State Route 78, both of which are highly utilized transportation links. In fact, 350,000 motorists in San Diego County travel on I-15 and SR-78 each day. Completing this project will result in major traffic relief for commuters and improve freight movement along these routes. The improved trucking and commercial access will strengthen the region's economic competitiveness and also directly benefit 1,100 acres of new employment centers in the area.

Aside from reducing traffic congestion, the Citracado Parkway Extension will also serve as a direct connector to the new Palomar Pomerado Hospital, North San Diego's regional trauma center. Completing this project will improve safety for residents by significantly reducing response times for emergency vehicles. The project will also bring environmental benefits by reducing idling time, which will lead to reduced air pollution emissions. As part of the project, the City will develop bio-retention areas, which will improve both water quality and environmental sustainability.

While prior segments of the Citracado Parkway Extension have received federal support, this project is an important investment in the San Diego region and will yield many benefits including economic growth, commuter access, environmental sustainability and faster access to emergency medical care. It is supported by the San Diego Association of Governments, as well as numerous businesses and residents in the region.

Thank you in advance for your careful attention to this application. Please do not hesitate to contact my office directly if you have questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Duncan Hunter".

Duncan Hunter
Member of Congress



May 28, 2013

7300400

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

The Honorable Ray LaHood
Office of the Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

MEMBER AGENCIES

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

SUBJECT: Support for Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program - Citracado Parkway Extension project

On behalf of the San Diego Association of Governments (SANDAG), I am pleased to submit this letter in support of the City of Escondido's application for TIGER Discretionary Grant Program funding to construct the Citracado Parkway Extension project. The project will bridge a 0.5-mile gap in a SANDAG-designated Regional Arterial System Road, between Avenida del Diablo and Andreasen Drive.

Located partially within a rural segment of San Diego County and within the City of Escondido, the project will improve safety and livability by significantly reducing response times for emergency vehicles to the Palomar Pomerado Hospital, which serves as Northern San Diego's regional trauma center. In addition, the project results in a reduction in travel time for commuters and trucks transporting goods along this route.

The Citracado Parkway Extension project is included in the adopted SANDAG 2050 Regional Transportation Plan and in the 2012 Regional Transportation Improvement Program. This project will add capacity to the existing road network to improve mobility and travel times throughout the area for commuters, local residents, and regional travelers.

Again, I thank you for your consideration of this important proposal. Please feel free to contact me should you have any additional questions.

Sincerely,

GARY L. GALLEGOS
Executive Director

GGA/vst/mpo

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico



County of San Diego

RICHARD E. CROMPTON
DIRECTOR

DEPARTMENT OF PUBLIC WORKS

5510 OVERLAND AVE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcounty.ca.gov/dpw/

June 3, 2013

The Honorable Ray LaHood
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

I am pleased to express the County of San Diego's support for the City of Escondido's TIGER Grant application for \$14.2 million to fund construction work related to the Citracado Parkway Extension. This \$31 million project will bridge a 0.5 mile gap in the Regional Arterial System Road, between Avenida del Diablo and Andreasen Drive.

Straddling a rural segment of San Diego County and the City of Escondido, the project meets numerous aspects of the grant selection criteria, including the key delivery of a ready-to-go project that invests in connectivity, livability, sustainability, safety, and economic competitiveness. The new roadway will benefit northern San Diego County, reducing travel times, providing additional life-saving access for disadvantaged residents to the region's new hospital.

The City, with the County's support, has begun working to annex three parcels of County land into the City, which will eliminate the need for a joint jurisdictional operation and maintenance agreement between the City and the County. The project also includes several benefits to improve environmental sustainability, including water quality by improving bioretention areas, multi-modality, and reduction of greenhouse gas emissions

Therefore, we strongly urge your approval of the City of Escondido's TIGER grant application for funding to complete the construction of the Citracado Parkway Extension.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Fakhridine".

MOHAMAD K. FAKHRIDDINE
Deputy Director

MKF:KY

ADMINISTRATION



May 31, 2013

The Honorable Ray LaHood
Office of the Secretary of Transportation

US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

This letter is to express our support for the City of Escondido's TIGER Grant application for \$14.2 million to fund construction work related to the Citracado Parkway Extension. Palomar Health is not only supportive of this effort; we are a partner in it. Palomar Health has committed \$14,000,000 towards the design and completion of this roadway. We believe very strongly that this project will have an immediate impact on the efficacy of medical care in the region.

The new 740,000-foot, 11-story Palomar Medical Center on Citracado Parkway is the centerpiece of our healthcare system. The 56-acre campus will expand in phases, up to double its current size, to meet the developing needs of North San Diego County's growing community. Palomar Medical Center is one of the county's largest hospital construction projects and the first new North County hospital in 30 years. Access to the south, however, is limited by the missing piece of Citracado Parkway. Construction of this 0.5 mile roadway is anticipated to reduce travel time by approximately 100 seconds per trip – time critical when lives are in the balance.

This project is very important to the communities it serves. I urge you to support the TIGER grant proposal.

Sincerely,



Gerald Bracht, FACHE
Chief Administrative Officer



STONE
BREWING CO.

The Honorable Ray LaHood
Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

This letter is to express our support for the City of Escondido's TIGER Grant application for \$14.2 million to fund construction work related to the Citracado Parkway Extension. We believe very strongly that this project will have a significant impact on livability and sustainability in our region.

Stone Brewing is a local company with an international clientele. Stone is the 10th largest craft brewery in the United States, distributing product to 37 states, Puerto Rico, the UK, Sweden, Japan and Singapore. Our facilities on Citracado Parkway include our brewery and bistro. Each year over 65,000 people enjoy a guided tour of our magnificent brewery. Stone employs over 500 people in the area, and has local expansion plans. The Citracado Parkway Extension would benefit our business as well as create additional sustainable economic opportunity in the area. By providing a complete street with alternative access to I-15, the Citracado Parkway Extension project provides multiple benefits to the community which will reduce travel time and road congestion, create new industrial and residential land, encourage environmental sustainability, and improve access to healthcare for the people in this region

We believe that the work that will be completed with these grant funds will improve the lives of North County and Escondido residents and will make it a more attractive place to live and work. Therefore, we urge your endorsement of the City of Escondido's TIGER grant application for funding to complete the construction of the Citracado Parkway Extension.

Sincerely,

Chris Cochran
Community Relations Manager
Stone Brewing Co.

The Honorable Ray LaHood
Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

This letter is to express our support for the City of Escondido's TIGER Grant application for \$14.2 million to fund construction work related to the Citracado Parkway Extension. We believe very strongly that this project will have an immediate impact on our City's ability to create new employment opportunity lands.

The San Diego North EDC is a dynamic group comprised of the private and public sectors working together to sustain and strategically grow the economic base of North San Diego County. SDNEDC works to build a stronger North County economy through regional collaboration and leadership, spearheading strategic initiatives, policies and programs that strengthen our regional economy and improve our quality of life. The Citracado Parkway Extension project creates synergies with our other projects, focused on economic development, job creation, and coordinated infrastructure investment. It encourages the development of new employment land in an economically challenged area, provides alternative access in the region, relieving congestion, and will improve safety and livability in our City.

In investing TIGER funds for maximum benefit to our region, there is nothing better than the creation of new land for economic development and the completion of our transportation network. We believe that the work that will be completed with these grant funds will allow our community to put the Escondido Research and Technology Center Specific Plan into action and reap all of the benefits that will spring forth from the completion of this vital corridor.

Therefore, we urge your approval of the City of Escondido's TIGER grant application for funding to complete the construction of the Citracado Parkway Extension.

Sincerely,



Carl S. Morgan, CEO
San Diego North EDC

10875 Rancho Bernardo Rd.
Suite 104
San Diego, CA 92127
phone: 858-487-1767
fax: 858-487-8051
web: sdncc.com



Building Vibrant Communities Through Stronger Commerce

May 14, 2013

The Honorable Ray LaHood
Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

This letter is to express our support for the City of Escondido's TIGER Grant application for \$14.2 million to fund construction work related to the Citracado Parkway Extension. We strongly believe that this project will have an immediate impact on the regions sustainability, employment and business opportunities.

"Building Vibrant Communities Through Stronger Commerce" is the mission of the San Diego North Chamber. The Citracado Parkway Extension project supports our mission, and strengthens not only Escondido, but the region.

The project will result in significant travel time for commuters and trucks transporting goods along this haul route, adding to the Economic Competitiveness of the region. In addition, the project will improve Safety and Livability by significantly reducing response times for emergency vehicles to the Palomar Medical Center, which serves as Northern San Diego's regional trauma center. Lastly, the project includes several components to improve Environmental Sustainability, including water quality improving bio-retention areas, multi-modality, and reduction of greenhouse gas emissions.

In investing TIGER funds for maximum benefit to our region, there is nothing better than the creation of new land for economic development and the completion of our transportation network. We believe that the work that will be completed with these grant funds will allow our community to put the Escondido Research and Technology Center Specific Plan into action and reap all of the benefits that will spring forth from the completion of this vital corridor.

Therefore, we urge your approval of the City of Escondido's TIGER grant application for funding to complete the construction of the Citracado Parkway Extension.

Respectfully Submitted,

A handwritten signature in black ink that reads "Debra Rosen".

Debra Rosen
President/CEO San Diego North Chamber of Commerce

2012-13

BOARD OF DIRECTORS

Executive Committee:

Brian Murphy

Chairman

American Furniture Design Co.

Fred C. Baranowski

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Denette Stewart, SVP

California Bank & Trust

Alfredo Velasco

Civic Member

The Honorable Ray LaHood
Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

This letter is to express our support for the City of Escondido's TIGER Grant application for \$14.2 million to fund construction work related to the Citracado Parkway Extension. We believe very strongly that this project will have an immediate impact on our City's ability to create new employment opportunity lands.

The Escondido Chamber of Commerce was founded over one hundred years ago based on the concept that businesses are more effective working together than alone. We strive to build a stronger local economy and help our community flourish, supporting sustainability and working to assist, retain and grow existing businesses in Escondido while attracting new businesses and ventures with the focus on positive economic impacts and job creation for our citizens. We focus on the local and regional economy including projects and policies that impact the city's ability to thrive, grow and prosper. The Citracado Parkway Extension project supports our mission, and strengthens not only Escondido, but the region. It encourages the development of new employment land in an economically challenged area, provides alternative access in the region, relieving congestion, and will improve safety and livability in our City.

In investing TIGER funds for maximum benefit to our region, there is nothing better than the creation of new land for economic development and the completion of our transportation network. We believe that the work that will be completed with these grant funds will allow our community to put the Escondido Research and Technology Center Specific Plan into action and reap all of the benefits that will spring forth from the completion of this vital corridor.

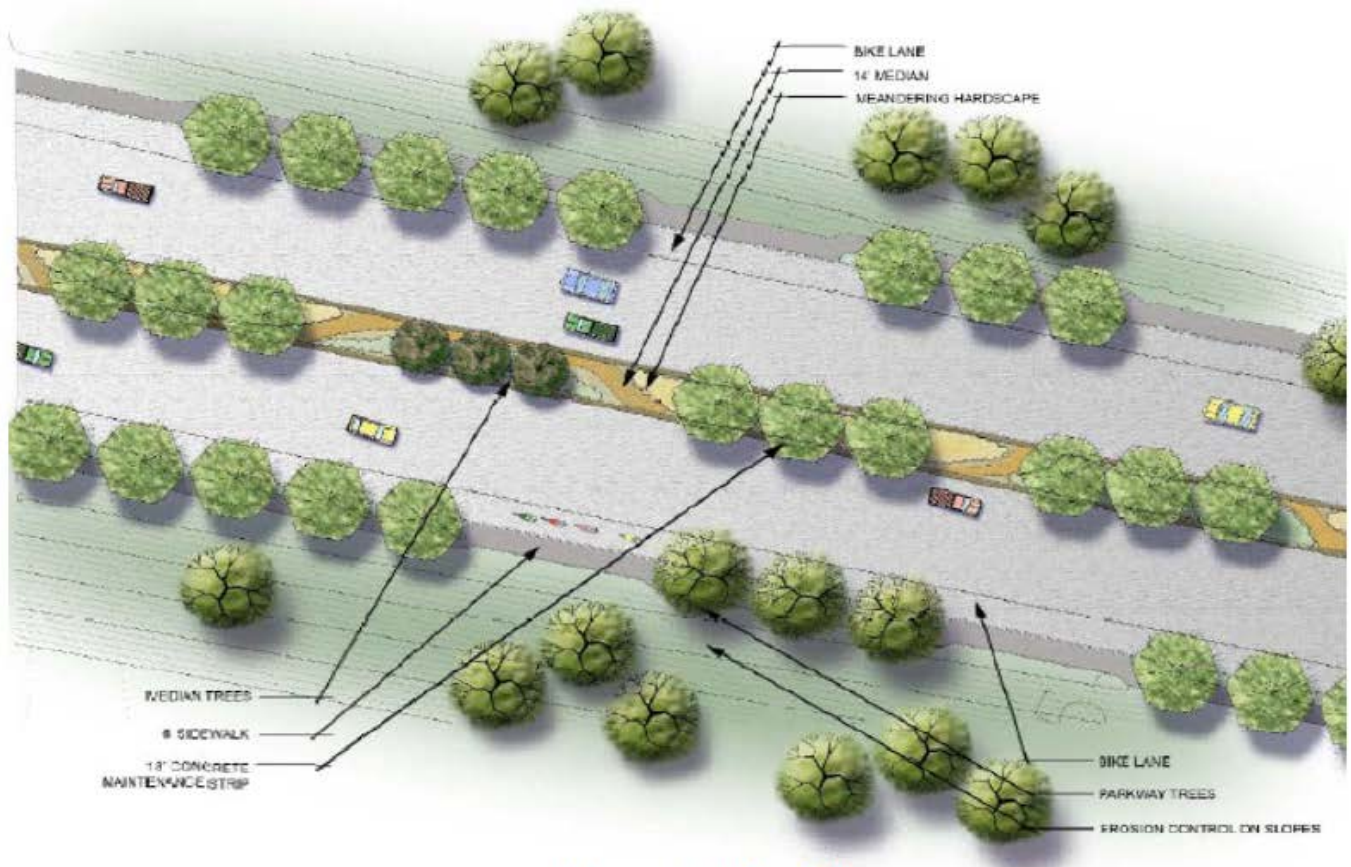
Therefore, we urge your approval of the City of Escondido's TIGER grant application for funding to complete the construction of the Citracado Parkway Extension.

Sincerely,



Brian Murphy
Chairman

Citracado Parkway Extension Project



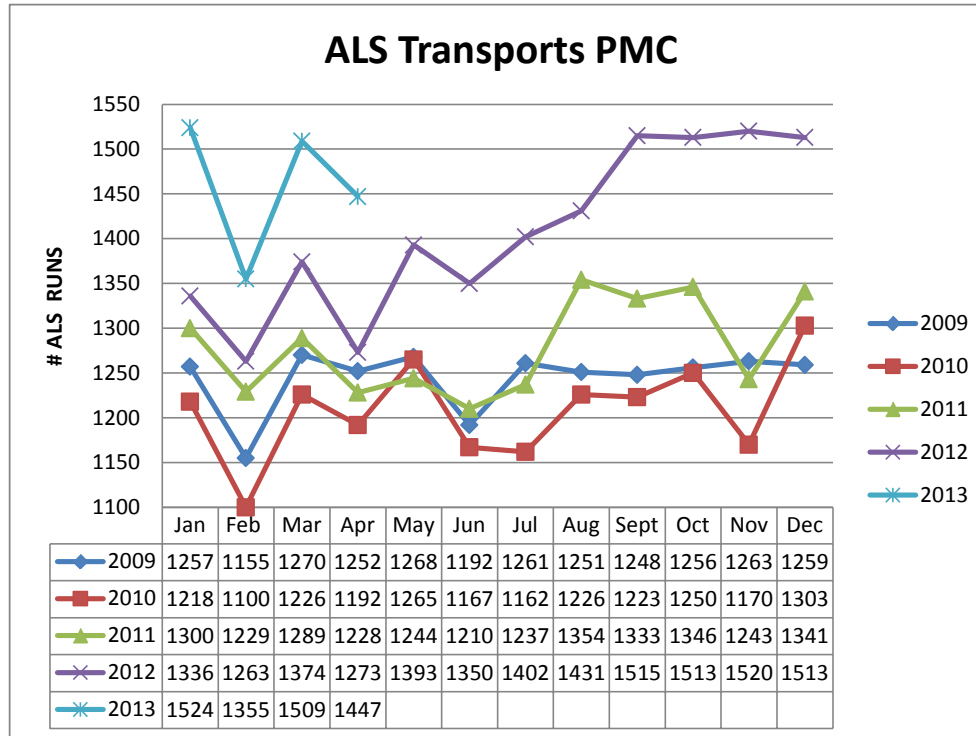
Appendix C Calculations

Citracado Pkwy Extension Project
Summary of Costs in Rural Areas

	Cost	Portion in Rural Area	Rural Cost	Portion in County	Cost in County jurisdiction	Basis
Construction Costs						
Bridge Cost	\$ 8,020,000	55%	\$ 4,411,000	100%	\$ 8,020,000	% of Total Length
Revegetation	\$ 1,000,000	55%	\$ 550,000	100%	\$ 1,000,000	% of Total Length
Road Cost	\$ 15,280,000	15%	\$ 2,292,000	66%	\$ 10,084,800	% of Total Length
Construction Costs	\$ 24,300,000	30%	\$ 7,253,000	79%	\$ 19,104,800	
Other Costs						
Construction Management	\$ 2,916,000	30%	\$ 870,360	79%	\$ 2,292,576	% of Construction Costs
Bridge Testing	\$ 486,000	55%	\$ 267,300	100%	\$ 486,000	% of Bridge Costs
Cultural Mitigation	\$ 1,371,000	30%	\$ 411,300	100%	\$ 1,371,000	% of Overall Project Area
Utility Relocation Costs	\$ 600,000	30%	\$ 180,000	66%	\$ 396,000	% of Overall Project Area
Right of Way	\$ 1,039,000	30%	\$ 311,700	66%	\$ 685,740	% of Overall Project Area
Design/EIR	\$ 3,274,000	30%	\$ 977,215	79%	\$ 2,574,037.66	% of Construction Costs
Bio Mitigation/Permitting	\$ 1,030,000	55%	\$ 566,500	100%	\$ 1,030,000	% of Revegetation Area
NEPA	\$ 486,000	100%	\$ 486,000	100%	\$ 486,000	Required by Funding
Annexation	\$ 25,000	100%	\$ 25,000	100%	\$ 25,000	
Total Other Costs	\$ 11,227,000	36%	\$ 4,095,375	83%	\$ 9,346,354	
Total	\$ 35,527,000	32%	\$ 11,348,375	80%	\$ 28,451,154	
Grant Request	\$ 14,200,000					
Grant Proportion of Total Project Cost	40%					
% of Grant funds used in Rural Area	51.1%					
% of Grant funds outside City jurisdiction	100%					

ALS Transports
Palomar Medical Center

	2009	2010	2011	2012	2013
Jan	1257	1218	1300	1336	1524
Feb	1155	1100	1229	1263	1355
Mar	1270	1226	1289	1374	1509
Apr	1252	1192	1228	1273	1447
May	1268	1265	1244	1393	
Jun	1192	1167	1210	1350	
Jul	1261	1162	1237	1402	
Aug	1251	1226	1354	1431	
Sept	1248	1223	1333	1515	
Oct	1256	1250	1346	1513	
Nov	1263	1170	1243	1520	
Dec	1259	1303	1341	1513	
	14932	14502	15354	16883	5835



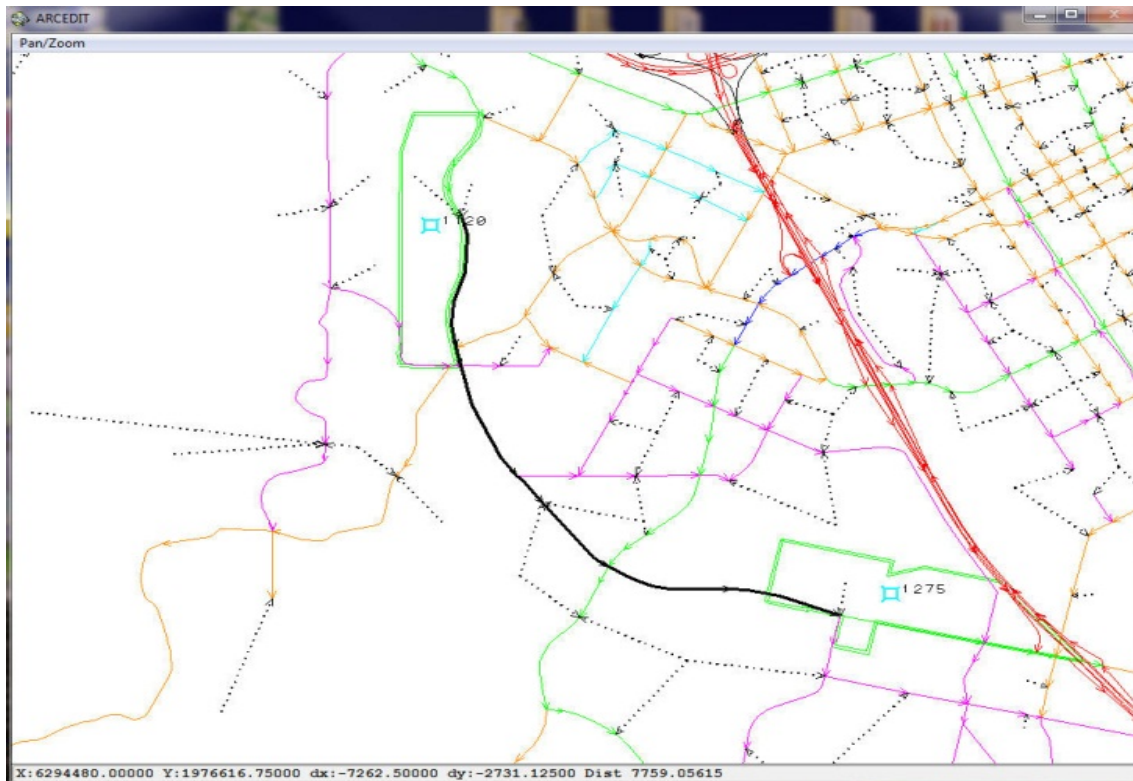
PREVIOUS Years

	2007	2008
Jan	1123	1073
Feb	1020	1127
Mar	1162	1122
Apr	1081	1135
May	1123	1092
Jun	1060	1027
Jul	1052	1118
Aug	1121	1130
Sept	1102	1135
Oct	1142	1133
Nov	1001	1135
Dec	1052	1190
	13039	13417

SANDAG Travel Time Savings

Scenario		Distance		AM			PM			Off Peak		
		feet	miles	minutes	(hours)	mph	minutes	(hours)	mph	minutes	(hours)	mph
2015a	with extention	12658.35	2.40	4.0040 4m, 0s	0.06673	35.9	4.1140 4m, 7s	0.06857	35.0	4.0280 4m, 2s	0.06713	35.7
5015b	without extension	18006.95	3.41	6.5700 6m, 34s	0.10950	31.1	6.6920 6m, 42s	0.11153	30.6	6.5870 6m, 35s	0.10978	31.1
Travel Time Savings with Citracado Pkwy extension:				2.5660 2m, 34s			2.5780 2m, 35s			2.5590 2m, 33s		

		length	abtma	batma	AM		abtmp	batmp	PM		abtmo	batmo	OP	
16323	AB	2036.915	0.525		0.525	0.525	0.530		0.530	0.530	0.527		0.527	0.527
16319	AB	2795.027	0.919		0.919	0.919	0.945		0.945	0.945	0.925		0.925	0.925
16322	AB	2323.736	0.599		0.599	0.599	0.604		0.604	0.604	0.602		0.602	0.602
16320	AB	2577.014	0.825		0.825	0.825	0.852		0.852	0.852	0.832		0.832	0.832
16873	AB	1791.458	0.645		0.645	0.645	0.673		0.673	0.673	0.650		0.65	0.65
16321	AB	745.562	0.177		0.177	0.177	0.180		0.180	0.180	0.178		0.178	0.178
196	AB	388.642	0.314		0.314	0.314	0.330		0.330	0.330	0.314		0.314	0.314
		12658.35	feet			4.004				4.114				4.028
		2.40	miles		AM	4m, 0s			PM	4m, 7s			OP	4m, 2s



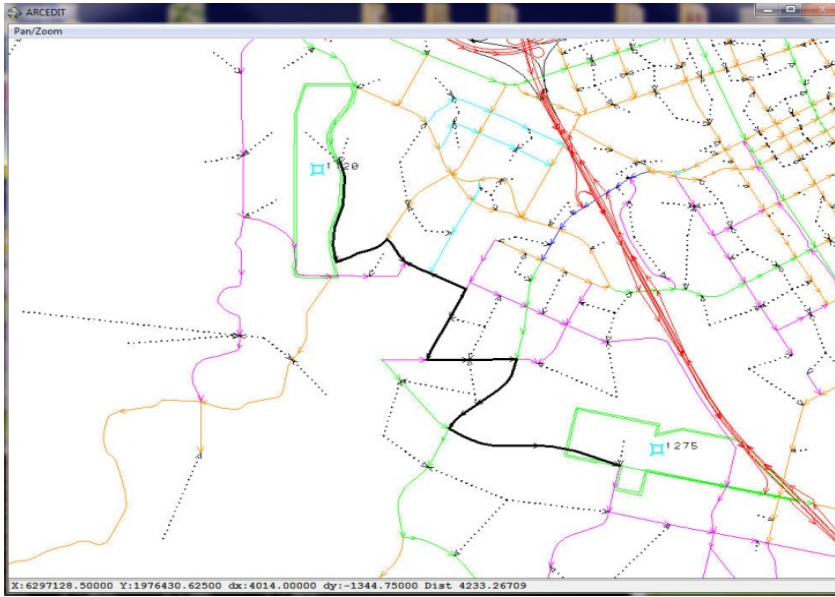
		length	abtma	batma	AM		abtmp	batmp	PM		abtmo	batmo	OP	
13322	BA	671.126	0.448	0.218	0.218	0.218	0.453	0.218	0.218	0.218	0.440	0.218	0.218	0.218
15965	BA	990.185	0.324	0.558	0.558	0.558	0.323	0.578	0.578	0.578	0.322	0.562	0.562	0.562
7217	AB	596.21	0.194	0.198	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194
13336	AB	1283.903	0.631	0.426	0.631	0.631	0.673	0.417	0.673	0.673	0.636	0.417	0.636	0.636
16867	AB	300.975	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114
2046	AB	1163.039	0.559	0.378	0.559	0.559	0.554	0.378	0.554	0.554	0.553	0.378	0.553	0.553
3245	AB	1031.093	0.335	0.335	0.335	0.335	0.335	0.335	0.335	0.335	0.335	0.335	0.335	0.335
13321	AB	784.182	0.462	0.467	0.462	0.462	0.472	0.452	0.472	0.472	0.462	0.452	0.462	0.462
16323	AB	2036.915	0.521	0.523	0.521	0.521	0.521	0.524	0.521	0.521	0.519	0.522	0.519	0.519
15346	AB	520.404	0.136	0.136	0.136	0.136	0.138	0.136	0.138	0.138	0.136	0.135	0.136	0.136
15345	AB	1644.487	0.429	0.670	0.429	0.429	0.435	0.654	0.435	0.435	0.431	0.651	0.431	0.431
13320	BA	1420.987	0.597	0.577	0.577	0.577	0.583	0.584	0.584	0.584	0.588	0.582	0.582	0.582
16319	AB	2795.027	0.882	0.715	0.882	0.882	0.902	0.709	0.902	0.902	0.896	0.711	0.896	0.896
16322	AB	2323.736	0.594	0.811	0.594	0.594	0.595	0.816	0.595	0.595	0.593	0.807	0.593	0.593
15347	AB	444.68	0.360	0.117	0.360	0.360	0.379	0.116	0.379	0.379	0.356	0.116	0.356	0.356

18006.95 feet
 3.41 miles

AM 6.570
 6m, 34s

PM 6.692
 6m, 42s

OP 6.587
 6m, 35s



**Population, Per Capita Income, and Unemployment Rates
U.S., San Diego County, and City of Escondido
2010 and 2011**

Area	Population			Per Capita Income (\$)			Unemployment Rate (%)		
	2010	2011	Average	2010	2011	Average	2010	2011	Average
U.S.	309,349,689	311,591,919	310,470,804	26,059	26,708	26,384	10.8	10.3	10.6
San Diego County	3,105,989	3,140,069	3,123,029	28,498	28,363	28,431	11.3	11	11.2
City of Escondido	140,184	146,021	143,103	19,514	19,701	19,608	10.4	9.6	10
Escondido / U.S. ¹						74%			-0.4
San Diego County / U.S. ²						108%			0.6

Notes:

1. Ratio of per capita incomes in Escondido to the U.S. and absolute difference in unemployment rates between Escondido and the U.
2. Ratio of per capita incomes in San Diego County to the U.S. and absolute difference in unemployment rates between San Diego County and the U.

Source: U.S. Census Bureau, 2010 and 2011 American Community Survey, 1-Year Estimates.

**Population, Per Capita Income, and Unemployment Ra
City of Escondido Census Tracts**

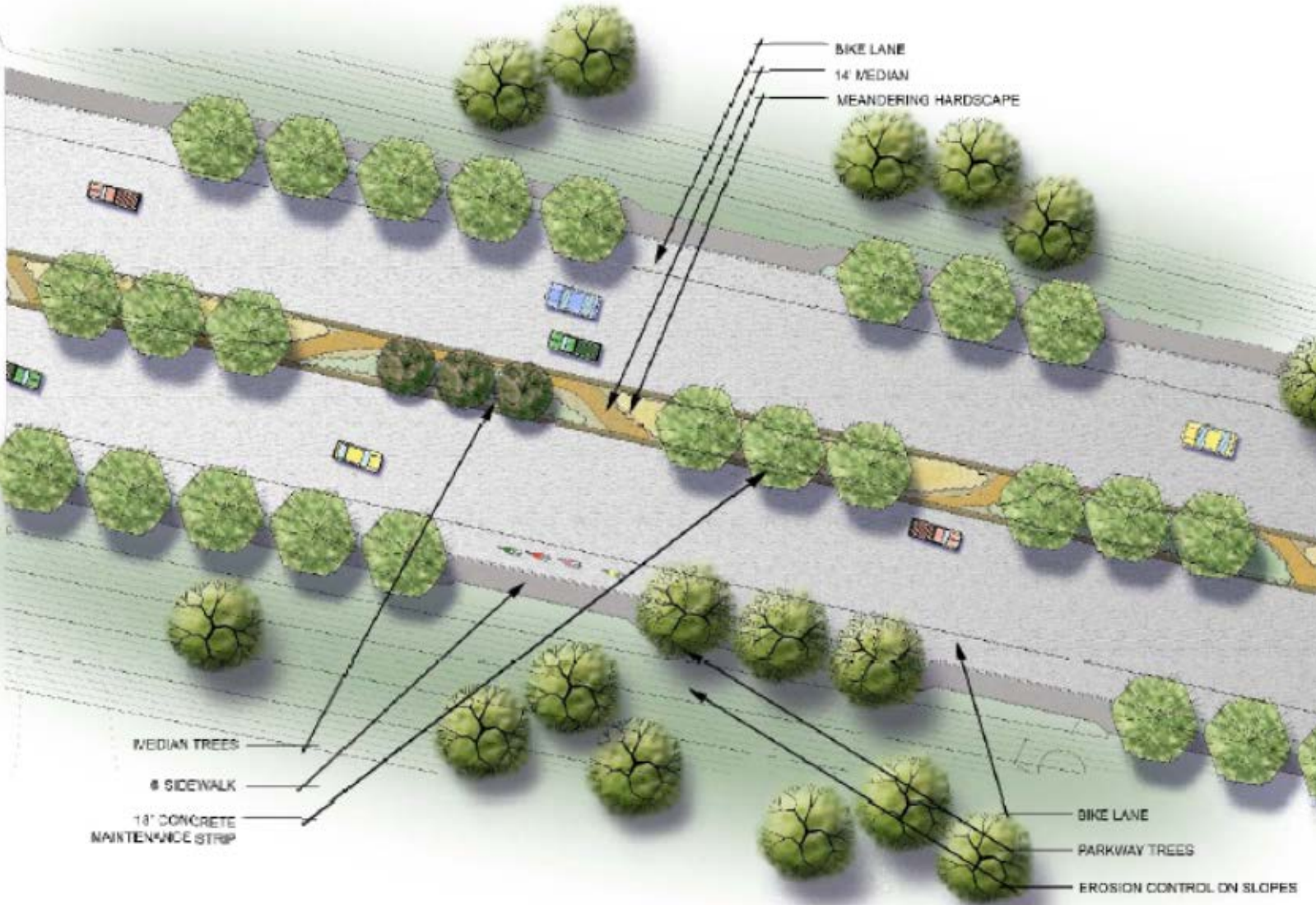
Census Tract	Population	Per Capita Income (\$)	Unemployment Rate (%)	Per Capita Income Tract / U.S.	Unemployment Rate (%) Tract - U.S.
201.03*	10,330	35,996	8	132%	0.1
201.05*	2,946	28,138	4.4	103%	-3.5
201.06*	3,463	22,667	7	83%	-0.9
201.07*	3,716	29,308	4.4	107%	-3.5
201.08	5,509	15,692	9.4	57%	1.5
201.09	5,630	18,733	6.1	69%	-1.8
202.02	6,410	12,188	8.2	45%	0.3
202.06	4,990	14,615	10.8	53%	2.9
202.07	5,003	14,283	13.6	52%	5.7
202.08	2,573	19,469	13.6	71%	5.7
202.09	4,168	18,071	12.8	66%	4.9
202.1	4,532	20,641	8.6	76%	0.7
202.11	6,464	19,791	7.6	72%	-0.3
202.13	3,613	14,109	11.1	52%	3.2
202.14	4,728	11,142	5.3	41%	-2.6
203.04*	5,755	37,157	6.8	136%	-1.1
203.05	6,557	24,197	8.2	89%	0.3
203.06*	7,283	31,902	8.4	117%	0.5
203.07*	6,921	28,310	12.7	104%	4.8
203.08	5,401	19,696	12.6	72%	4.7
203.09	3,553	25,925	7.3	95%	-0.6
204.01*	2,493	55,431	7.4	203%	-0.5
204.03*	3,975	24,733	10	90%	2.1
204.04*	5,574	34,420	6.3	126%	-1.6
204.05*	3,360	47,662	5.4	174%	-2.5
205	4,746	17,320	7.9	63%	0
206.01	4,667	13,241	6	48%	-1.9
206.02*	7,137	19,979	6.9	73%	-1
207.05*	5,682	22,751	3.9	83%	-4
207.06*	6,290	39,320	6	144%	-1.9
207.07	4,415	19,556	7.3	72%	-0.6
207.08*	3,142	32,845	6.7	120%	-1.2
207.09*	7,698	36,808	6.9	135%	-1
207.10*	1,639	48,941	4	179%	-3.9
U.S.		27,334	7.9		
San Diego County		30,715	7.8		
Escondido		23,182	8.1		

Notes:

* Census Tracts that are partially located in the City of E
Bolded and italicized values meet eligibility criteria.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Citracado Parkway Extension Project



Appendix D Project Readiness



AECOM
2020 L Street
Suite 400
Sacramento, CA 95811
www.aecom.com

916-414-5800 tel
916-414-1557 fax

June 3, 2013

Ms. Julie Procopio
Assistant Director of Public Works/Engineering
City of Escondido
201 N. Broadway
Escondido, CA 92025

Dear Ms. Procopio,

We are pleased to support the City of Escondido's Citracado Parkway Extension project for which the city completed an Final Environmental Impact Report under the California Environmental Quality Act in February 2012. Partnering with Brian Smith who has committed to the delivery of the National Historic Preservation Act Section 106 by May 1, 2014 (see his enclosed support letter), we are committing to complete the National Environmental Policy Act (NEPA) compliance by June 2014.

The AECOM NEPA team includes our most experienced and proven NEPA transportation practitioners, Susanne Glasgow and myself. We have over 50 years combined experience delivering some of California's most complex highway projects on accelerated schedules. We are intimately familiar with Caltrans' and the Federal Highway Administration's NEPA, Section 4(f), and related environmental processes and procedures and have gained the respect and trust of Caltrans and FHWA staff.

Thank you for your consideration of the Citracado Parkway Extension; we look forward to implementing this vital transportation project for the City of Escondido.

Sincerely,

Kelly C. Dunlap
Assoc. Vice President/Senior Project Manager

Enclosures

**Citracado Parkway Roadway Extension Project
Tiger Grant Application
Preliminary NEPA Schedule & Critical Issue Identification
June 3, 2013**

Major Task	Start Date	End Date
Format, Supplement, Revise, and Prepare New Technical Studies (including Local Assistance Coordination)	June 2013*	December 2013
Prepare Draft EA	November 2014	March 2014
Circulate Draft EA	March 2014	April 2014
Revise EA/Respond to Comments	May 2014	June 2014
Final EA/FONSI	June 30, 2014	

This schedule has been prepared to specify the milestones that must be met to complete the NEPA process by **June 30, 2014** using the existing CEQA information and supplementing this. This is an ambitious goal based on several assumptions that must be confirmed. For example, the existing EIR and existing technical studies (Biological, Cultural, Noise, etc.) were not prepared to Caltrans standards, which vary from City and CEQA requirements. Although the existing studies contain significant data, they must be reviewed in consultation with Caltrans to determine which could be reformatted/supplemented and which new technical studies (such as Environmental Justice) will be required. Depending on the results of the Caltrans review, some technical studies may need to be started prior* to the determination of the TIGER grant in order to maintain the schedule.

However, it is important to note the following potential fatal flaws that must be addressed immediately:

- The schedule assumes that the prior wildlife surveys from 2012 are acceptable for NEPA. If not, then surveys must be performed in spring 2014, which would be too late to meet the June 30, 2014 goal.
- For the cultural, Brian Smith has completed Phase 1 of the cultural data recovery and is not performing any additional work, until Phase 2 is authorized by the City. He indicated that the reports would need revisions to put everything in Caltrans format. However, he is not anticipating changes to field survey work or the approach to data recovery to convert to NEPA format. However, if Caltrans requires substantial rework for the cultural efforts (particularly the field work), then the June 30, 2014 schedule cannot be met.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME Susanne Glasgow	13. ROLE IN THIS CONTRACT MAP-21 and NEPA Assignment, Strategic Support for Process and Product Improvements, Section 4(f)	14. YEARS EXPERIENCE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black;">a. Total</td> <td style="width: 50%; border-bottom: 1px solid black;">b. With Current Firm</td> </tr> <tr> <td style="text-align: center;">37</td> <td style="text-align: center;">1</td> </tr> </table>	a. Total	b. With Current Firm	37	1
a. Total	b. With Current Firm					
37	1					
15. FIRM NAME AND LOCATION (CITY AND STATE) AECOM, San Diego, California						
16. EDUCATION (DEGREE AND SPECIALIZATION) BA, Geography with emphasis in Environmental and Resource Conservation	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) N/A					
18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.) Susanne Glasgow has more than 37 years of Caltrans experience. She has a proven track record of successful environmental project delivery on complex transportation projects in California. For four years prior to her retirement in July 2010, she served as the Caltrans District 11 Deputy District Director, Environmental Division, where she managed nine branches (52 employees); developed policies and strategic plans; provided support for local and regional jurisdictions for environmental studies and documents for projects on and off the state highway system; managed the Environmental Division budget; delivered several hundred environmental documents annually, and provided court testimony on environmental issues. Previously, she served for four years in Caltrans' Headquarters Division of Environmental Analysis as an Environmental Coordinator to four southern California districts, providing technical assistance for CEQA/NEPA documents and studies.						
19. RELEVANT PROJECTS						
a	(1) Title and Location (City and State) SR 125 South Toll Road Project EIR/EIS and Section 4(f)—San Diego, CA (3) Brief Description (Brief Scope, Size, Cost, Etc.) and Specific Role Firm Led environmental services for construction of a new 11-mile toll road in southern San Diego County. Coordinated regulatory permits and achieved Section 7 consultation; authored DEIR/S; supervised and wrote portions of the Supplemental EIR/EIS and FEIR/EIS; provided support to Legal during NEPA document challenge; and provided depositions during construction on the relationship between required design features and environmental commitments. Oversaw biannual reporting to the San Diego Regional Water Quality Control Board.	(2) Year Completed <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black;">Professional Services</td> <td style="width: 50%; border-bottom: 1px solid black;">Construction (If Applicable)</td> </tr> <tr> <td style="text-align: center;">2010</td> <td style="text-align: center;">N/A</td> </tr> </table> <input type="checkbox"/> Check If Project Performed With Current Firm	Professional Services	Construction (If Applicable)	2010	N/A
Professional Services	Construction (If Applicable)					
2010	N/A					
b	(1) Title and Location (City and State) SR 11 East Otay Mesa Port of Entry PEIR/S and Presidential Permit—San Diego, CA (3) Brief Description (Brief Scope, Size, Cost, Etc.) and Specific Role Managed all environmental aspects of a Tiered EIR/S and Presidential Permit (PP) for a new 2.5 mile highway and new International Port of Entry, which required achieving consensus from US Department of State (DOS), US Council on Environmental Quality (CEQ), and Federal Highway Administration (Headquarters) to obtain the PP. DOS and CEQ Legal closely scrutinized the EIR/S. Susanne managed pre-draft preparation of Tier 1 DEIR/S; directed consultation and QA/QC; and coordinated with US General Services Administration, California Border Patrol, Immigration and Naturalization Service, and other federal and state agencies.	(2) Year Completed <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black;">Professional Services</td> <td style="width: 50%; border-bottom: 1px solid black;">Construction (If Applicable)</td> </tr> <tr> <td style="text-align: center;">2010</td> <td style="text-align: center;">N/A</td> </tr> </table> <input type="checkbox"/> Check If Project Performed With Current Firm	Professional Services	Construction (If Applicable)	2010	N/A
Professional Services	Construction (If Applicable)					
2010	N/A					
c	(1) Title and Location (City and State)	(2) Year Completed				

	<p>I-5 North Coast Corridor DEIR/S and Draft Section 4(f) and Public Works Plan—San Diego County, CA</p> <p>(3) Brief Description (Brief Scope, Size, Cost, Etc.) and Specific Role Led environmental services for the proposed addition of four HOV lanes on I-5 from San Diego to Oceanside (27 miles), crossing five coastal lagoons. Managed staff and consultant document preparation and contributed written portions of EIR/S and Section 4(f) Evaluation, teamed with the Corridor Director, and provided oversight and management of consultant prepared Public Works Plan and Transportation Resource Enhancement Plan. Worked closely with resource agencies and coastal staff.</p>	Professional Services 2010	Construction (If Applicable) N/A
<p>d</p>	<p>(1) Title and Location (City and State) Interstate 5/State Route 56 Interchange Project EIR/EIS—Caltrans, San Diego, California.</p> <p>(3) Brief Description (Brief Scope, Size, Cost, Etc.) and Specific Role Provided QA/QC of DEIR/DEIS, currently developing responses to comments and updating Community Impact Assessment/Environmental Justice sections of FEIR/FEIS.</p>	Professional Services Ongoing	(2) Year Completed Construction (If Applicable) N/A
<p>e</p>	<p>(1) Title and Location (City and State) State Route 76 EIR/EIS—San Diego County, CA</p> <p>(3) Brief Description (Brief Scope, Size, Cost, Etc.) and Specific Role Firm Led the environmental team for the development of an EIR/EIS for a new, four-lane conventional highway in north San Diego County adjacent to the San Luis Rey River and a county regional park. Oversaw document preparation by staff, consultant work, resource agency coordination and consultation, permitting, and construction environmental monitoring.</p>	Professional Services 2010	(2) Year Completed Construction (If Applicable) 2012

Check If Project Performed With Current Firm

Check If Project Performed With Current Firm

Check If Project Performed With Current Firm

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Kelly Dunlap	13. ROLE IN THIS CONTRACT Environmental Lead	14. YEARS EXPERIENCE	
		A. TOTAL 16	b. WITH CURRENT FIRM 1.5

15. FIRM NAME AND LOCATION (City and State) **AECOM (Sacramento, CA)**

16. EDUCATION (DEGREE AND SPECIALIZATION) JD, Loyola Law School; BA, Geography, UCLA	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) CA Bar Association #214174
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18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards)
Ms. Dunlap is the former Chief of Caltrans HQ Environmental Management Office where she was responsible for the creation and implementation of statewide policies for NEPA, CEQA, Section 4(f), SAFETEA-LU, Climate Change, Community Impact Assessment, and the environmental portions of cooperative agreements. She was lead author of Caltrans' annotated outlines for environmental documents and authored many SER chapters including Coastal Zone, CEs, EIRs, joint NEPA/CEQA documents, Reevaluations, Noise, and Energy. She created and led statewide classes on Section 4(f), NEPA/CEQA environmental analysis, NEPA QC review, and SAFETEA-LU. In addition, to the projects listed below, she has worked as a subject matter expert for AASHTO, TRB and FHWA on NEPA and Section 4(f) issues, was a member of the BT&H CEQA Task Force under Sunne Wright-McPeak. She is currently a member of TRB ADC10 Environmental Analysis in Transportation Subcommittee and has been actively involved in MAP-21 implementation.

19. RELEVANT PROJECTS

a.	(1) TITLE AND LOCATION (City and State) Caltrans District 4, Environmental On-Call South, Oakland, CA	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Contract manager for \$6 million on-call to provide a broad suite of environmental services for San Francisco, Santa Clara, and San Mateo counties. Work will include providing quality control and quality assurance of environmental products, providing subject matter expertise related to Section 4(f), NEPA, and CEQA, and managing the delivery of multiple task orders.	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (If applicable)
		<input checked="" type="checkbox"/> Check if project performed with current firm	

b.	(1) TITLE AND LOCATION (City and State) I-5/56 Interchange Environmental Documents, San Diego, CA	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Senior Project Manager and environmental lead supporting the environmental review for improvements to the existing interchange between I-5 and SR-56, including alternatives ranging from construction of direct connectors to surface street improvements. Current tasks include responding to comments received on the Draft EIR/EIS and preparing the Final EIR/EIS. Work also includes preparation of Findings, Statement of Overriding Considerations, Notice of Determination, and Record of Decision.	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (If applicable)
		<input checked="" type="checkbox"/> Check if project performed with current firm	

c.	(1) TITLE AND LOCATION (City and State) Caltrans On-Call for Districts 1, 2 and 3, Northern California	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE NEPA, CEQA and Section 4(f) technical expert for a five-year on-call environmental and technical services contract for Caltrans North Region (Districts 1, 2 and 3.) Recently, assisted with delivery strategy for Buckhorn Summit Capstone Project that will allow delivery within the fiscal year; overseeing preparation of reevaluation/addendum.	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (If applicable)
		<input checked="" type="checkbox"/> Check if project performed with current firm	

	(1) TITLE AND LOCATION (City and State) American Association of State Highway and Transportation Officials (AASHTO), Standing Committee on the Environment (SCOE) Washington, DC	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Lead consultant for preparation of letter to FHWA regarding pending revisions to the 1989 Technical Advisory 6640.8a for preparation and processing of NEPA and Section 4(f) documentation; work included providing subject matter expertise and coordination with AASHTO, state DOTs, and SCOE subcommittees. Currently, leading effort to improve SCOE's research development process, including improvements to the TERI database, coordination with Research Task Force and SCOE subcommittees, prioritization of research, and preparation of research statements for submittal to the full NCHRP and 25-25 programs.	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (If applicable)
		<input type="checkbox"/> Check if project performed with current firm	

e.	(1) TITLE AND LOCATION (City and State) State Route 125 South, San Diego County, CA	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	PROFESSIONAL SERVICES 2002	CONSTRUCTION (If applicable) 2007
		<input type="checkbox"/> Check if project performed with current firm	

Environmental lead for this 10-lane controlled access, design-build tollway/highway on 11.2 miles of new alignment through sensitive habitats, park and recreational lands and a politically active, semi-rural community. Prepared and processed Final EIR/EIS and Final Section 4(f) Evaluation, Findings, SOC, NOD, and ROD; coordinated with resource agencies, local agencies, FHWA, and private consultants; wrote environmental assessment for USACE permitting action.

Kelly C. Dunlap

Director Transportation Environmental Review for West

Associate Vice President/Senior Project Manager

Education

B.A. University of California at Los Angeles, 1992
J.D., Loyola Law School, 1995
Advanced to Candidacy M.A., San Diego State University

Affiliations

California Bar Association #214174

Professional History

2011 – Present
AECOM
Dir. Transportation Environmental Review

1997-2011
Caltrans
Chief, Environmental Management Office

Kelly Dunlap is a nationally recognized CEQA/NEPA practitioner, who specializes in transportation environmental compliance. Her diverse background includes leading and preparing environmental documents for complex EIR/EIS level transportation projects, including projects funded by private-public partnerships and delivered using the design-build process. Ms. Dunlap's experience also includes the development and implementation of national and statewide environmental policy, procedure and research; including involvement with the Federal Highway Administration, Transportation Research Board, the National Academy of Sciences, and the American Association of State Highway Transportation Officials.

Ms. Dunlap serves as an in-house expert on transportation environmental issues, including serving as the environmental project manager for complex transportation projects. Ms. Dunlap is very client-focused and believes in working collaboratively and communicating frequently in order to ensure projects are delivered within cost and schedule.

Project-Level Experience

California Department of Transportation District 11 (San Diego) and Headquarters (Sacramento), California. Supervising Environmental Planner. Over 13 years environmental project development experience, including early scoping, environmental document preparation, permitting and compliance during construction. Recently served as Chief, Environmental Management Office; responsibilities include developing and improving statewide environmental policies and procedures related to CEQA and NEPA, supervising environmental planning staff, and serving as subject matter expert on environmental issues.

LEAD ENVIRONMENTAL ANALYST ON ENVIRONMENTALLY AND POLITICALLY SENSITIVE EIR/EIS PROJECTS

State Route 125 South – a \$360 million, 10-lane controlled access, design-build tollway/highway on 11.2 miles of new alignment through sensitive habitats, park and recreational lands and a politically active, semi-rural community.

- Prepared and processed Final EIR/EIS and Final Section 4(f) Evaluation, Findings, Statement of Overriding Considerations, Notice of Determination, and Record of Decision
- Coordinated with resource agencies, local agencies, the Federal Highway Administration (FHWA), and private consultants as part of the NEPA/CEQA environmental processes; wrote environmental assessment for USACE

Interstate 5/State Route 56 Interchange—a \$300 million dollar addition of interchange ramps at the I-5/SR-56 Interchange involving noise, aesthetics, and other community concerns.

- Senior Project Manager
- Prepared administrative Draft EIR/EIS, including submittals to Caltrans HQ and Legal as part of QA/QC
- Will be preparing Final EIR/EIS, including responses to comments and NOD, ROD, and Findings

Interstate 5 Widening and Interchange Improvement —a multi-million dollar expansion of the I-5/I-805 Junction involving aesthetics and biological concerns within riparian and coastal habitat; part of the Governor's Traffic Congestion Relief Program.

- Prepared multiple Reevaluations/Addendums of Final EIR/EIS to address changes in design, including construction change orders
- Coordinated with FHWA, local agencies and resource agencies to amend and/or secure permits and approvals
- Prepared Mitigation and Monitoring Reporting Record and conducted environmental compliance monitoring during project construction
- Environmental lead at meetings with the City of San Diego and local developers on complex, joint development issues

State Route 76 Melrose to Mission —a multi-million dollar highway widening adjacent to sensitive cultural resource sites, riparian habitat and an engaged community.

- Prepared and published the Notice of Intent/Notice of Preparation
- Developed, in partnership with others, project's purpose need and range of alternatives
- Coordinated the environmental scoping process, including planning and conducting public meetings
- Initiated the NEPA/404 Integration process

Kelly C. Dunlap**Director Transportation****Environmental Review for West**

Associate Vice President/Senior Project Manager

OTHER RELEVANT PROJECT EXPERIENCE**I-5/56 Interchange Environmental Documents, San Diego, CA**

Senior project manager responsible for delivery of administrative Draft EIR/EIS for improvements to the existing interchange between I-5 and SR 56, including alternatives ranging from construction of direct connectors to surface street improvements. Draft EIR/EIS is currently in circulation and Ms. Dunlap is leading the project forward in responding to comments and preparing the Final EIR/EIS and the NOD/ROD.

California High Speed Train Merced to Fresno, Central Valley, CA

At the request of the High Speed Rail Authority, Ms. Dunlap helped lead the effort to successfully gain USACE's and EPA's concurrence on the LEDPA for the Merced to Fresno section of the High Speed Train. Ms. Dunlap's writing and analysis was instrumental in crafting a justification for selection of a LEDPA that was not the least impactful to waters and wetlands.

Caltrans On-Call for Districts 1, 2 and 3, Marysville, CA

NEPA, CEQA and Section 4(f) technical expert for a five-year on-call environmental and technical services contract for Caltrans North Region (Districts 1, 2 and 3.)

Rubicon Trail at Ellis Creek Individual Section 4(f), El Dorado County, CA

Senior Project Manager and author of Individual Section 4(f) Evaluation for the use of the Rubicon Trail, which was determined to be historically significant as part of the Section 106 process. The "use" involves the placement of new barriers and a new bridge. The Evaluation made it through district review in one round. This project is a federal-aid local assistance project.

SMART Multiuse Bicycle and Pedestrian Pathway, Sonoma/Marin Counties, CA

Environmental lead for NEPA compliance for this 70-mile long multiuse pathway through Sonoma and Marin counties. Created NEPA delivery strategy that included developing sound independent utility and logical termini justifications to break pathway into 2 segments to accelerate delivery of the middle segment (San Rafael to Santa Rosa) of pathway. Completed Preliminary Environmental Study (PES) forms for all segments of the pathway. Currently, coordinating with SMART and Caltrans D-4 Local Assistance staff on PES and level of documentation.

Rancho Cordova Parkway, Rancho Cordova, CA

NEPA QA/QC and technical advisor. At the request of both Caltrans and the City of Rancho Cordova, Ms. Dunlap was brought in to help facilitate the approval of the City's Draft Environmental Assessment (EA). Working with Caltrans, PMC consulting, and City staff, Ms.

Dunlap led the needed changes in the EA and successfully guided the EA through the Caltrans' district QC review.

West Mission Bay Drive, San Diego, CA

NEPA QA/QC and technical advisor. Ms. Dunlap has been helping to facilitate the approval of the EA with Caltrans District 11. Working with other AECOM staff and with Caltrans environmental staff, Ms. Dunlap has led revisions to the EA so that it meets Caltrans requirements. She also successfully led the development of Section 4(f) documentation which was approved by Caltrans with minimal revisions.

BREADTH OF EXPERIENCE IN DELIVERY OF RANGE OF TRANSPORTATION PROJECTS / SERVICES:

- Prepared and processed hundreds of categorical exclusions and categorical exemptions for projects such as bridge retrofits/replacements, major and minor pavement rehabilitations, curve corrections, and other SHOPP projects
- Led environmental compliance efforts in cases of emergencies, such as fires and storm damage, including both emergency openings and permanent repairs
- Extensive experience working with local agencies on projects both on and off the State Highway System
- Performed quality control and quality assurance of numerous environmental documents and studies including most recently Rancho Cordova Parkway EIR/EA (Rancho Cordova, CA) and West Mission Bay Drive Bridge Project EA (San Diego, CA)

POLICY, EDUCATION AND RESEARCH EXPERIENCE**NEPA/CEQA Policy and Other Strategic Engagement**

- Served on CEQA Task Force for Business, Transportation and Housing under Sunne Wright-McPeak
- Vice Chair, American Association of State Highway Transportation Officials (AASHTO), Standing Committee on the Environment, Environmental Process Subcommittee (2009 to 2011)
- Served on the main National Cooperative Highway Research Program 25-25 panel and leading research efforts in NEPA compliance [2009-2012]
- Current member Transportation Research Board ADC10 (Environmental Analysis Subcommittee)
- Climate Change Expert Review Panel: Columbia River Crossing Project, November 2008

Director Transportation

Environmental Review for West

Associate Vice President/Senior Project Manager

Authored the following guidance and practitioner's tools:

- Caltrans' Standard Environmental Reference
 - Chapter 12: Noise
 - Chapter 13: Energy
 - Chapter 18: Coastal Zone
 - Chapter 30: Categorical Exclusions
 - Chapter 33: Reevaluations
 - Chapter 36: Environmental Impact Reports
 - Chapter 37: Preparing & Processing Joint NEPA/CEQA Documentation

- Other guidance
 - Emergency Projects: Environmental Process and Requirements
 - Guidance on Incorporating Sea Level Rise (co-author)
 - Joint FHWA/Caltrans Guidance on Reevaluations (co-author)

- Tools
 - Annotated Outlines for NEPA/CEQA Environmental Documents, including Section 4(f) Evaluations (leader and co-author)
 - Programmatic Section 4(f) Annotated Outline
 - PS&E Environmental Review Tool
 - SAFETEA-LU Section 6002 (first in nation at time of creation):
 - Process Flowchart
 - Coordination Plan Template
 - Sample Invitation Letter
 - Intranet and Internet Website

Professional Conference Presentations

- Association of Environmental Professionals
 - SAFETEA-LU
 - Environmental Streamlining Transportation NEPA
 - Sacramento Chapter, MAP 21--What it Means for Project Delivery

- AASHTO SCOE Annual Meeting
 - SAFETEA-LU 6002
 - SAFETEA-LU 6001 & 6002

- Continuing Legal Education (CLE) NEPA Conference
 - Joint NEPA/CEQA Documents

- Transportation Research Board Summer Conference
 - SAFETEA-LU 6002 Coordination Plans
 - Integration of Health Impact Assessment with NEPA--DOT perspective

- Women's Environmental Council
 - Proposition 23—Implications for Sustainability

Training Classes Developed and Delivered:

- NEPA/CEQA Basics and Beyond (led development)
- Environmental Analysis Intensive
- Post Project Approval/Environmental Document Environmental Compliance
- NEPA Quality Control Reviewer (co-developed and delivered)
- Section 4(f): The How Comes and the How Tos (online and in person)
- SAFETEA-LU Section 6002: Step-by-Step Guide to Compliance (on-line)
- SAFETEA-LU Sections 6002 and 6009 (on-line)
- "Crash Course" for New Environmental Planners
- Environmental Short Course for Non-Environmental Staff

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Mark Bowen	13. ROLE IN THIS CONTRACT Cultural Resource Analysis	14. YEARS EXPERIENCE	
		A. TOTAL 17	b. WITH CURRENT FIRM 2

15. FIRM NAME AND LOCATION (City and State) **AECOM (Sacramento, CA)**

16. EDUCATION (DEGREE AND SPECIALIZATION) MA/Public History BA/History	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) CCPH Registered Historian #576
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18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards)
 Mark Bowen has served as a cultural resources specialist and task order manager on numerous transportation projects and is familiar with preparing reports that meet Caltrans District 4 requirements and expectations. He has experience preparing cultural resources technical studies in compliance with Caltrans/FHWA requirements for bridge replacement, road widening, and highway projects and has prepared studies for review by Caltrans staff in Districts 1, 2, 3, 4, 5, and 6. Mr. Bowen has provided research, conducted cultural resources surveys, authored technical reports, and written sections of CEQA/NEPA documents pertaining to cultural resources. He assists clients in compliance with Section 106 of the National Historic Preservation Act, consults regularly with the California State Historic Preservation Office, and develops mitigation for impacts to historic resources. He is familiar with the historic and built resources in District 4 counties and has produced numerous technical reports for Caltrans District 4 review and approval.

19. RELEVANT PROJECTS

a.	(1) TITLE AND LOCATION (City and State) Sacramento Area Flood Control Agency, Natomas Levee Improvement Program, Sacramento County, CA	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Senior historian and architectural historian for AECOM's environmental compliance effort in SAFCA's program of flood control improvements to provide the Sacramento metropolitan area with a "200-year" level of protection. Mr. Bowen facilitates compliance with cultural resources regulations by conducting inventories and evaluations of buildings and structures for historic significance. Mr. Bowen is participating in the completion of cultural resources technical reports, environmental documentation, and agreement documentation required by state and federal compliance requirements.	<input checked="" type="checkbox"/> Check if project performed with current firm	
b.	(1) TITLE AND LOCATION (City and State) City of Martinez, Martinez Marina Vista Streetscape Improvement Project, Contra Costa County, CA	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Architectural historian who assisted the City of Martinez and Caltrans District 4 with cultural resources studies for a streetscape improvement project in downtown Martinez. The schedule for compliance was critical and truncated. The City's compliance needs with Caltrans/FHWA were met within deadline. Historic Structure Report received high marks from Caltrans District 4 Professionally Qualified Staff Reviewer Christopher Caputo.	2009	
		<input checked="" type="checkbox"/> Check if project performed with current firm	
c.	(1) TITLE AND LOCATION (City and State) California High Speed Train, Fresno to Merced Segment, Fresno, Madera, and Merced Counties, CA	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Architectural historian who was an integral member of the team inventorying and evaluating more than 400 properties for eligibility for the National Register of Historic Places and California Register of Historical Resources in compliance with NHPA Section 106 and CEQA. Following completion of Identification/Evaluation, cultural resources team completed appropriate section of combined EIR/EIS, Finding of Effect Addendum, and Built Environment Treatment Plan Addendum. Worked with the Authority to revise and create compliance documentation approaches for Section 106 compliance. Work was completed at an accelerated schedule driven by Federal ARRA funding.	Ongoing	
		<input checked="" type="checkbox"/> Check if project performed with current firm	
d.	(1) TITLE AND LOCATION (City and State) City of Folsom and USACE Sacramento District, Folsom South of US Highway 50 Specific Plan EIR/EIS, Sacramento County, CA	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Architectural historian who is assisting AECOM's preparation of this program-level EIR/EIS for a specific plan project that requires annexation of 3,585 acres south of US Highway 50 to the City of Folsom. The Sacramento LAFCo and the El Dorado County Sewer District must approve the annexation. The project area is a master-planned, mixed-use community including a 1,000-acre on-site preserve that protects oak woodlands, vernal pool fairy shrimp, cultural resources, and Alder Creek. The key issues are biological resources, water supply, traffic, protection of open spaces, provision of public services (particularly adequate schools), air quality, and cultural resources.		
		<input type="checkbox"/> Check if project performed with current firm	
e.	(1) TITLE AND LOCATION (City and State) California Department of Corrections and Rehabilitation, Paso Robles Master Reuse Plan EIR, San Luis Obispo, CA	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	2007	
		<input type="checkbox"/> Check if project performed with current firm	

Architectural historian for AECOM's work on the EIR for the plan to convert the former, now-closed Division of Juvenile Justice El Paso de Robles Youth Correctional Facility to a Level II Adult Correctional Facility. The proposed plan would also use the 160-acre project site to construct a 500-bed Secure Community Reentry Facility, expand the existing CAL FIRE Los Robles Conservation Camp, and restore the southwestern corner of the CDCR property to provide permanent tree replacement and habitat restoration..



Charles D. Grimm
Assistant City Manager
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4631 Fax: 760-839-4578

October 23, 2012

Mission Valley Corporate Center,
LLC Kenneth Ray & Rick Dentt
c/o Kenard Construction Company
1830 Gillespie Way, Suite 105
El Cajon, CA 92020

**RE: Citracado Parkway Extension Project · Annexation of
APN: 235-040-15; Letter of Understanding**

This Letter of Understanding ("LOU") is between the City of Escondido ("City") and Pacific Harmony Grove Development, LLC, and Mission Valley Corporate Center, LLC (hereinafter collectively "Property Owner"), hereinafter sometimes referred to collectively as the "Parties". This LOU will serve to affirm certain planned actions by the Parties in relation to the Citracado Parkway Extension Project ("Project") as follows:

- A. In order to facilitate permitting and construction of the Project, City desires to annex at least two (2) properties currently located within the County of San Diego (APN: 235-040-50 "City Parcel" and 235-040-15 "Property Owner Parcel") in order to create a single jurisdiction Project area; and
- B. Annexation of City Parcel and the Property Owner Parcel will further City's objective of creating employment land within the City, in part by facilitating the development of the Property Owner Parcel consistent with City objectives for said property, which include industrial/commercial development; and
- C. Property Owner desires to have the Property Owner Parcel annexed into the City so as to facilitate the processing and approval by the City of the tentative map application Property Owner filed with the City; and
- D. City intends to initiate the annexation process following the November 2012 ballot measure calling for the approval of the Updated General Plan, regardless of the outcome of this measure, and for that purpose intends and agrees to place the matter on the City Council agenda for the hearing of January 16th 2013; and
- E. Property Owner is supportive of the Project to the extent it is consistent with the lot and access configuration shown on Property Owner's tentative map, and for that reason desires to fully cooperate with City on the Project.

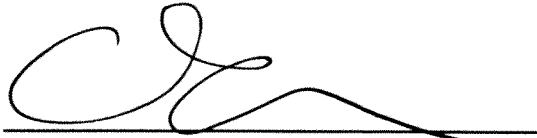
NOW, THEREFORE, the Parties hereby affirm as follows:

1. City intends and agrees to initiate the process to annex the City Parcel and the Property Owner Parcel by placing the matter on the agenda for the City Council hearing scheduled for January ~~15~~^{16th}, 2013.
2. Subject to the terms and conditions of the Right of Entry Permit and Temporary Construction Easement, when executed by both parties, Property Owner will allow City and its agents access to the Property Owner Parcel for City's upcoming survey work and archaeological data recovery.
3. The Right of Entry Permit and Temporary Construction Easement shall be returned to City upon execution by Property Owner without delay.
4. Results of the archaeological work will be provided by City to Property Owner upon completion.
5. Property Owner will fully cooperate with City and its agents for future access related to the Project for non-destructive geological studies and appraisal work to be conducted on the Property Owner Parcel, subject to City providing the appropriate documentation, indemnification, insurance, and notification to Property Owner. Property Owner's consent regarding such access requests to the Property Owner Parcel shall not be unreasonably withheld and Property Owner shall respond to said future access requests without delay. To the extent City requests more than just temporary access for non-destructive evaluations, such additional requests shall be subject to agreement and may be subject to just compensation, as determined by an appraisal in accordance with Eminent Domain Law.
6. Nothing in this LOU in any way waives or diminishes Property Owner's right to just compensation for the Property Owner Parcel to be acquired for the Project.
7. This LOU does not guarantee actions or outcomes that are outside of the control of the Parties.
8. The Parties understand that the annexation is subject to City Council and LAFCO approval, in their sole and distinct discretion, and local, State and Federal laws as applicable. As such, City does not warrant or guarantee the successful annexation of any of the above mentioned County properties.

(Signatures on next page)

CITY OF ESCONDIDO

Date: 10/29/12



Charles Grimm, Assistant City Manager


MISSION VALLEY CORPORATE CENTER, LLC

Date: 10/23/12

By: 
Its: 

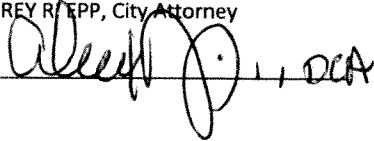
PACIFIC HARMONY GROVE DEVELOPMENT, LLC

Date: 10/23/2012

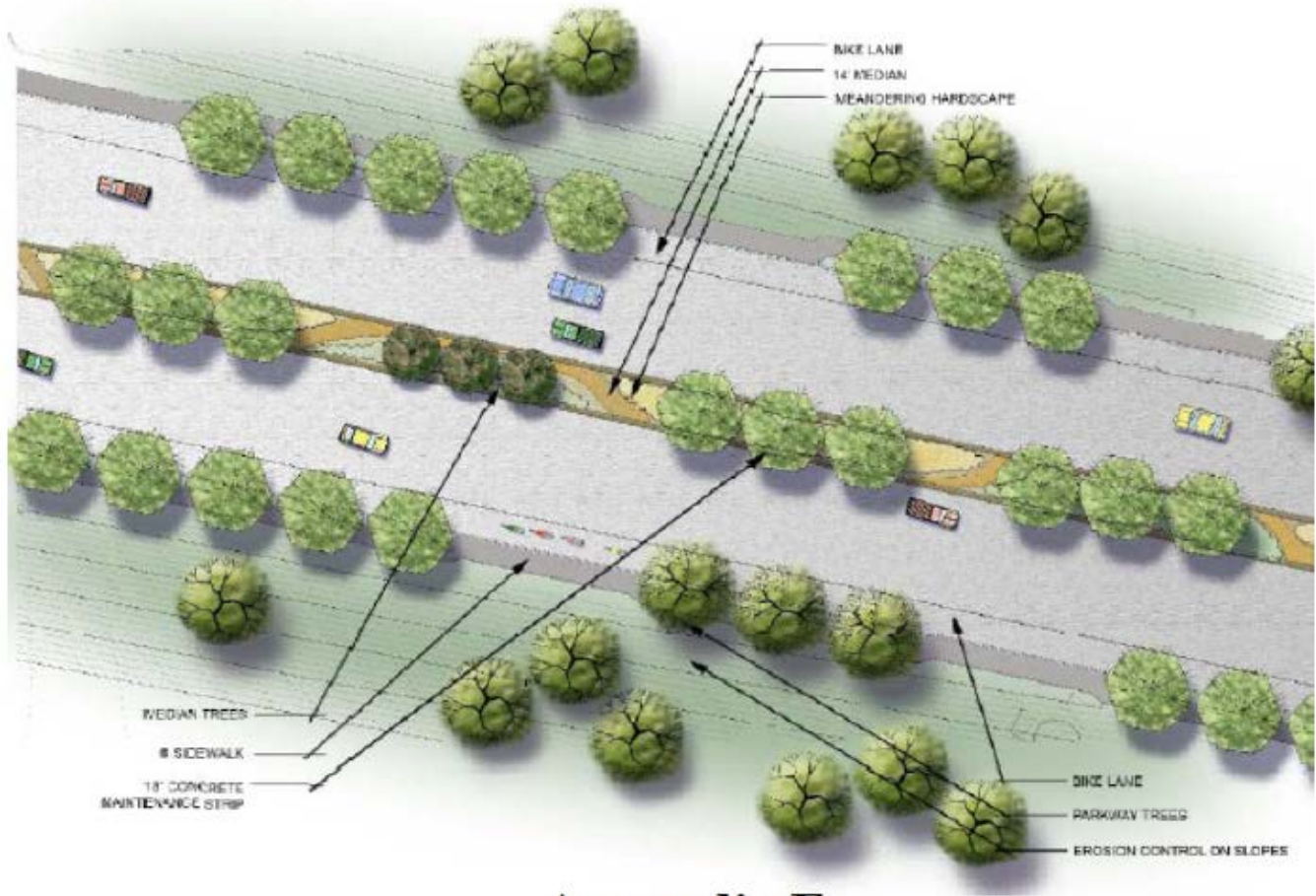
By: 
Its: _____

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY
JEFFREY R. EPP, City Attorney

By: , OCA

Citracado Parkway Extension Project



Appendix E Benefit-Cost Analysis

Citracado Pkwy Extension Project
Cost-Benefit Summary

Year	Project Year	Travel Reduction Benefit (Undiscounted)	Safety Benefit - Low (Undiscounted)	Safety Benefit - High (Undiscounted)	Undiscounted Economic and Safety Benefit - Low	Undiscounted Economic and Safety Benefit - High	Initial Costs (\$2012)	Operations & Maintenance Costs (\$2012)	Undiscounted net Economic & Safety Benefits - Low	Economic & Safety Benefits Discounted at 7% - Low	Undiscounted net Economic & Safety Benefits - High	Economic & Safety Benefits Discounted at 7% - High
2012	0											
2013	1											
2014	2											
2015	3											
2016	4						\$ 35,500,000		(\$ 35,500,000)	(\$ 27,082,780)	\$ (35,500,000)	(\$ 27,082,780)
2017	5	\$ 2,195,297	\$ 4,550,000	\$ 178,360,000	\$ 6,745,297	\$ 180,555,297		\$ 17,000	\$ 6,728,297	\$ 4,797,183	\$ 180,538,297	\$ 128,721,311
2018	6	\$ 4,379,219	\$ 9,100,000	\$ 356,720,000	\$ 13,479,219	\$ 361,099,219		\$ 34,000	\$ 13,445,219	\$ 8,959,117	\$ 361,065,219	\$ 240,593,001
2019	7	\$ 4,367,845	\$ 9,100,000	\$ 356,720,000	\$ 13,467,845	\$ 361,087,845		\$ 34,000	\$ 13,433,845	\$ 8,365,923	\$ 361,053,845	\$ 224,846,189
2020	8	\$ 4,356,470	\$ 9,100,000	\$ 356,720,000	\$ 13,456,470	\$ 361,076,470		\$ 34,000	\$ 13,422,470	\$ 7,812,000	\$ 361,042,470	\$ 210,130,005
2021	9	\$ 4,345,096	\$ 9,100,000	\$ 356,720,000	\$ 13,445,096	\$ 361,065,096		\$ 34,000	\$ 13,411,096	\$ 7,294,747	\$ 361,031,096	\$ 196,376,995
2022	10	\$ 4,333,721	\$ 9,100,000	\$ 356,720,000	\$ 13,433,721	\$ 361,053,721		\$ 34,000	\$ 13,399,721	\$ 6,811,739	\$ 361,019,721	\$ 183,524,120
2023	11	\$ 4,322,346	\$ 9,100,000	\$ 356,720,000	\$ 13,422,346	\$ 361,042,346		\$ 208,000	\$ 13,214,346	\$ 6,278,041	\$ 360,834,346	\$ 171,429,799
2024	12	\$ 4,310,972	\$ 9,100,000	\$ 356,720,000	\$ 13,410,972	\$ 361,030,972		\$ 34,000	\$ 13,376,972	\$ 5,939,535	\$ 360,996,972	\$ 160,286,973
2025	13	\$ 4,299,597	\$ 9,100,000	\$ 356,720,000	\$ 13,399,597	\$ 361,019,597		\$ 34,000	\$ 13,365,597	\$ 5,546,248	\$ 360,985,597	\$ 149,796,189
2026	14	\$ 4,288,223	\$ 9,100,000	\$ 356,720,000	\$ 13,388,223	\$ 361,008,223		\$ 34,000	\$ 13,354,223	\$ 5,178,998	\$ 360,974,223	\$ 139,992,027
2027	15	\$ 4,276,848	\$ 9,100,000	\$ 356,720,000	\$ 13,376,848	\$ 360,996,848		\$ 34,000	\$ 13,342,848	\$ 4,836,062	\$ 360,962,848	\$ 130,829,547
2028	16	\$ 4,265,473	\$ 9,100,000	\$ 356,720,000	\$ 13,365,473	\$ 360,985,473		\$ 34,000	\$ 13,331,473	\$ 4,515,831	\$ 360,951,473	\$ 122,266,752
2029	17	\$ 4,254,099	\$ 9,100,000	\$ 356,720,000	\$ 13,354,099	\$ 360,974,099		\$ 34,000	\$ 13,320,099	\$ 4,216,802	\$ 360,940,099	\$ 114,264,392
2030	18	\$ 4,242,724	\$ 9,100,000	\$ 356,720,000	\$ 13,342,724	\$ 360,962,724		\$ 208,000	\$ 13,134,724	\$ 3,886,091	\$ 360,754,724	\$ 106,734,306
2031	19	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 3,676,828	\$ 360,917,350	\$ 99,796,655
2032	20	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 3,436,288	\$ 360,917,350	\$ 93,267,902
2033	21	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 3,211,484	\$ 360,917,350	\$ 87,166,263
2034	22	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 3,001,387	\$ 360,917,350	\$ 81,463,797
2035	23	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 2,805,034	\$ 360,917,350	\$ 76,134,390
2036	24	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 2,621,528	\$ 360,917,350	\$ 71,153,636
2037	25	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 208,000	\$ 13,123,350	\$ 2,417,966	\$ 360,743,350	\$ 66,466,665
2038	26	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 2,289,744	\$ 360,917,350	\$ 62,148,341
2039	27	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 2,139,947	\$ 360,917,350	\$ 58,082,562
2040	28	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 1,999,951	\$ 360,917,350	\$ 54,282,768
2041	29	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 1,869,113	\$ 360,917,350	\$ 50,731,559
2042	30	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 1,746,834	\$ 360,917,350	\$ 47,412,672
2043	31	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 1,632,556	\$ 360,917,350	\$ 44,310,908
2044	32	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 208,000	\$ 13,123,350	\$ 1,505,788	\$ 360,743,350	\$ 41,392,099
2045	33	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 1,425,937	\$ 360,917,350	\$ 38,702,863
2046	34	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 1,332,652	\$ 360,917,350	\$ 36,170,900
2047	35	\$ 4,231,350	\$ 9,100,000	\$ 356,720,000	\$ 13,331,350	\$ 360,951,350		\$ 34,000	\$ 13,297,350	\$ 1,245,469	\$ 360,917,350	\$ 33,804,580
								\$ 1,733,000				
								NPV Economic & Safety Benefits	\$ 95,714,042		\$ 3,295,197,383	
								NPV Environmental Benefits	\$ 693,225		\$ 722,365	
								NPV of Total Benefits (Low)	\$ 96,407,267	NPV of Total Benefits (High)	\$ 3,295,919,748	
								Costs	\$ 37,233,000	Costs	\$ 37,233,000	
								Cost-Benefit Ratio	2.59	Cost-Benefit Ratio	88.52	

Citracado Pkwy Extension Project
 Cost-Benefit Analysis: Benefit of Travel Time Reductions

Year	Project Year	Trips per day (ADT)	Trips per year	Reduced trip duration (sec)	Annual time savings (hours)	Value of time saved (\$13.24/hr)	Reduced trip length (miles)	Annual miles saved	Value of Reduced Vehicle Costs (\$0.608/mile)	Travel Reduction Benefit (Undiscounted)	Undiscounted Economic Benefit - Low	Initial Costs (\$2012)	Undiscounted net Economic Benefits - Low	Economic Benefits Discounted at 7% - Low
2012	0													
2013	1													
2014	2													
2015	3													
2016	4											\$ 35,500,000		
2017	5	19300	2509000	104	72482.222	\$ 959,665	0.81	2032290	\$ 1,235,632	\$ 2,195,297	\$ 2,195,297		\$ 2,195,297	\$ 1,565,216
2018	6	19250	5005000	104	144588.89	\$ 1,914,357	0.81	4054050	\$ 2,464,862	\$ 4,379,219	\$ 4,379,219		\$ 4,379,219	\$ 2,918,059
2019	7	19200	4992000	104	144213.33	\$ 1,909,385	0.81	4043520	\$ 2,458,460	\$ 4,367,845	\$ 4,367,845		\$ 4,367,845	\$ 2,720,074
2020	8	19150	4979000	104	143837.78	\$ 1,904,412	0.81	4032990	\$ 2,452,058	\$ 4,356,470	\$ 4,356,470		\$ 4,356,470	\$ 2,535,505
2021	9	19100	4966000	104	143462.22	\$ 1,899,440	0.81	4022460	\$ 2,445,656	\$ 4,345,096	\$ 4,345,096		\$ 4,345,096	\$ 2,363,444
2022	10	19050	4953000	104	143086.67	\$ 1,894,467	0.81	4011930	\$ 2,439,253	\$ 4,333,721	\$ 4,333,721		\$ 4,333,721	\$ 2,203,044
2023	11	19000	4940000	104	142711.11	\$ 1,889,495	0.81	4001400	\$ 2,432,851	\$ 4,322,346	\$ 4,322,346		\$ 4,322,346	\$ 2,053,516
2024	12	18950	4927000	104	142335.56	\$ 1,884,523	0.81	3990870	\$ 2,426,449	\$ 4,310,972	\$ 4,310,972		\$ 4,310,972	\$ 1,914,123
2025	13	18900	4914000	104	141960	\$ 1,879,550	0.81	3980340	\$ 2,420,047	\$ 4,299,597	\$ 4,299,597		\$ 4,299,597	\$ 1,784,180
2026	14	18850	4901000	104	141584.44	\$ 1,874,578	0.81	3969810	\$ 2,413,644	\$ 4,288,223	\$ 4,288,223		\$ 4,288,223	\$ 1,663,047
2027	15	18800	4888000	104	141208.89	\$ 1,869,606	0.81	3959280	\$ 2,407,242	\$ 4,276,848	\$ 4,276,848		\$ 4,276,848	\$ 1,550,127
2028	16	18750	4875000	104	140833.33	\$ 1,864,633	0.81	3948750	\$ 2,400,840	\$ 4,265,473	\$ 4,265,473		\$ 4,265,473	\$ 1,444,863
2029	17	18700	4862000	104	140457.78	\$ 1,859,661	0.81	3938220	\$ 2,394,438	\$ 4,254,099	\$ 4,254,099		\$ 4,254,099	\$ 1,346,739
2030	18	18650	4849000	104	140082.22	\$ 1,854,689	0.81	3927690	\$ 2,388,036	\$ 4,242,724	\$ 4,242,724		\$ 4,242,724	\$ 1,255,269
2031	19	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 1,170,003
2032	20	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 1,093,461
2033	21	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 1,021,926
2034	22	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 955,071
2035	23	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 892,590
2036	24	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 834,196
2037	25	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 779,623
2038	26	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 728,619
2039	27	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 680,953
2040	28	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 636,404
2041	29	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 594,770
2042	30	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 555,860
2043	31	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 519,496
2044	32	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 485,510
2045	33	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 453,747
2046	34	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 424,063
2047	35	18600	4836000	104	139706.67	\$ 1,849,716	0.81	3917160	\$ 2,381,633	\$ 4,231,350	\$ 4,231,350		\$ 4,231,350	\$ 396,321

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Citracado Pkwy Extension Project
 Cost- Benefit Analysis: Economic Benefit due to Reduced Greenhouse Gas Emissions

Project Year (A)	Year (B)	Non CO2 benefits (\$2007) (C)	7% NPV Non- CO2 Benefits (C/1.07^A) (D)	3% NPV Non CO2 Benefits (C/1.03^A) € (E)	CO2 Reduced Metric Tons (F)	3% SCC (\$2007) (G)	Undiscounted CO2 Costs @ 3% Avg SCC (F*G) (H)	NPV CO2 Costs @ 3% Avg SCC (H/(1.03^A)) (I)	7% NPV Benefits (D + I) (J)	3% NPV Total Benefits (E + I) (K)
0	2012	0	\$ -	\$ -	0	\$ 22.40	\$ -	\$ -	\$ -	\$ -
1	2013	0	\$ -	\$ -	0	\$ 22.80	\$ -	\$ -	\$ -	\$ -
2	2014	0	\$ -	\$ -	0	\$ 23.30	\$ -	\$ -	\$ -	\$ -
3	2015	0	\$ -	\$ -	0	\$ 23.30	\$ -	\$ -	\$ -	\$ -
4	2016	-1927	\$ (1,470)	\$ (1,712)	-784	\$ 23.80	\$ (18,659)	\$ (16,578)	\$ (18,049)	\$ (18,291)
5	2017	1866	\$ 1,330	\$ 1,610	614	\$ 24.30	\$ 14,920	\$ 12,870	\$ 14,201	\$ 14,480
6	2018	3732	\$ 2,487	\$ 3,125	1228	\$ 24.80	\$ 30,454	\$ 25,505	\$ 27,992	\$ 28,631
7	2019	3732	\$ 2,324	\$ 3,034	1228	\$ 25.30	\$ 31,068	\$ 25,261	\$ 27,586	\$ 28,296
8	2020	3732	\$ 2,172	\$ 2,946	1228	\$ 26.30	\$ 32,296	\$ 25,495	\$ 27,667	\$ 28,441
9	2021	3732	\$ 2,030	\$ 2,860	1228	\$ 27.00	\$ 33,156	\$ 25,411	\$ 27,441	\$ 28,272
10	2022	3732	\$ 1,897	\$ 2,777	1228	\$ 27.60	\$ 33,893	\$ 25,219	\$ 27,117	\$ 27,996
11	2023	3732	\$ 1,773	\$ 2,696	1228	\$ 28.30	\$ 34,752	\$ 25,106	\$ 26,879	\$ 27,802
12	2024	3732	\$ 1,657	\$ 2,618	1228	\$ 28.90	\$ 35,489	\$ 24,891	\$ 26,548	\$ 27,509
13	2025	3732	\$ 1,549	\$ 2,541	1228	\$ 29.60	\$ 36,349	\$ 24,752	\$ 26,300	\$ 27,293
14	2026	3732	\$ 1,447	\$ 2,467	1228	\$ 30.20	\$ 37,086	\$ 24,518	\$ 25,965	\$ 26,985
15	2027	3732	\$ 1,353	\$ 2,395	1228	\$ 30.90	\$ 37,945	\$ 24,356	\$ 25,708	\$ 26,751
16	2028	3732	\$ 1,264	\$ 2,326	1228	\$ 31.50	\$ 38,682	\$ 24,105	\$ 25,370	\$ 26,431
17	2029	3732	\$ 1,181	\$ 2,258	1228	\$ 32.10	\$ 39,419	\$ 23,849	\$ 25,030	\$ 26,107
18	2030	3732	\$ 1,104	\$ 2,192	1228	\$ 32.80	\$ 40,278	\$ 23,659	\$ 24,763	\$ 25,851
19	2031	3732	\$ 1,032	\$ 2,128	1228	\$ 33.40	\$ 41,015	\$ 23,390	\$ 24,422	\$ 25,519
20	2032	3732	\$ 964	\$ 2,066	1228	\$ 34.10	\$ 41,875	\$ 23,185	\$ 24,149	\$ 25,251
21	2033	3732	\$ 901	\$ 2,006	1228	\$ 34.70	\$ 42,612	\$ 22,906	\$ 23,807	\$ 24,912
22	2034	3732	\$ 842	\$ 1,948	1228	\$ 35.40	\$ 43,471	\$ 22,687	\$ 23,530	\$ 24,635
23	2035	3732	\$ 787	\$ 1,891	1228	\$ 36.00	\$ 44,208	\$ 22,400	\$ 23,187	\$ 24,291
24	2036	3732	\$ 736	\$ 1,836	1228	\$ 36.70	\$ 45,068	\$ 22,170	\$ 22,906	\$ 24,006
25	2037	3732	\$ 688	\$ 1,782	1228	\$ 37.30	\$ 45,804	\$ 21,876	\$ 22,564	\$ 23,659
26	2038	3732	\$ 643	\$ 1,731	1228	\$ 37.90	\$ 46,541	\$ 21,581	\$ 22,224	\$ 23,311
27	2039	3732	\$ 601	\$ 1,680	1228	\$ 38.60	\$ 47,401	\$ 21,339	\$ 21,940	\$ 23,019
28	2040	3732	\$ 561	\$ 1,631	1228	\$ 39.20	\$ 48,138	\$ 21,040	\$ 21,601	\$ 22,671
29	2041	3732	\$ 525	\$ 1,584	1228	\$ 39.80	\$ 48,874	\$ 20,740	\$ 21,264	\$ 22,323
30	2042	3732	\$ 490	\$ 1,538	1228	\$ 40.40	\$ 49,611	\$ 20,439	\$ 20,929	\$ 21,977
31	2043	3732	\$ 458	\$ 1,493	1228	\$ 40.90	\$ 50,225	\$ 20,089	\$ 20,548	\$ 21,582
32	2044	3732	\$ 428	\$ 1,449	1228	\$ 41.50	\$ 50,962	\$ 19,790	\$ 20,219	\$ 21,240
33	2045	3732	\$ 400	\$ 1,407	1228	\$ 42.10	\$ 51,699	\$ 19,492	\$ 19,892	\$ 20,899
34	2046	3732	\$ 374	\$ 1,366	1228	\$ 42.60	\$ 52,313	\$ 19,149	\$ 19,523	\$ 20,515

Citracado Pkwy Extension Project
 Cost-Benefit Analysis: Economic Benefit due to Reduced Fatalities

Year	Project Year	Safety Benefit - Low (Undiscounted)	Safety Benefit - High (Undiscounted)	Initial Costs (\$2012)	Operations & Maintenance Costs (\$2012)	Undiscounted net Safety Benefits - Low	Safety Benefits Discounted at 7% - Low	Undiscounted net Safety Benefits - High	Safety Benefits Discounted at 7% - High
2012	0								
2013	1								
2014	2								
2015	3								
2016	4			\$ 35,500,000		\$ (35,500,000)	\$ (27,082,780)	\$ (35,500,000)	\$ (27,082,780)
2017	5	\$ 4,550,000	\$ 178,360,000		\$ 17,000	\$ 4,533,000	\$ 3,231,966	\$ 178,343,000	\$ 127,156,094
2018	6	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 6,041,059	\$ 356,686,000	\$ 237,674,942
2019	7	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 5,645,849	\$ 356,686,000	\$ 222,126,114
2020	8	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 5,276,495	\$ 356,686,000	\$ 207,594,499
2021	9	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 4,931,303	\$ 356,686,000	\$ 194,013,551
2022	10	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 4,608,695	\$ 356,686,000	\$ 181,321,076
2023	11	\$ 9,100,000	\$ 356,720,000		\$ 208,000	\$ 8,892,000	\$ 4,224,525	\$ 356,512,000	\$ 169,376,283
2024	12	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 4,025,412	\$ 356,686,000	\$ 158,372,850
2025	13	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 3,762,068	\$ 356,686,000	\$ 148,012,009
2026	14	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 3,515,951	\$ 356,686,000	\$ 138,328,980
2027	15	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 3,285,936	\$ 356,686,000	\$ 129,279,421
2028	16	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 3,070,968	\$ 356,686,000	\$ 120,821,889
2029	17	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 2,870,063	\$ 356,686,000	\$ 112,917,653
2030	18	\$ 9,100,000	\$ 356,720,000		\$ 208,000	\$ 8,892,000	\$ 2,630,822	\$ 356,512,000	\$ 105,479,037
2031	19	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 2,506,825	\$ 356,686,000	\$ 98,626,651
2032	20	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 2,342,827	\$ 356,686,000	\$ 92,174,440
2033	21	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 2,189,558	\$ 356,686,000	\$ 86,144,337
2034	22	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 2,046,316	\$ 356,686,000	\$ 80,508,726
2035	23	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 1,912,444	\$ 356,686,000	\$ 75,241,800
2036	24	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 1,787,331	\$ 356,686,000	\$ 70,319,439
2037	25	\$ 9,100,000	\$ 356,720,000		\$ 208,000	\$ 8,892,000	\$ 1,638,344	\$ 356,512,000	\$ 65,687,043
2038	26	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 1,561,124	\$ 356,686,000	\$ 61,419,722
2039	27	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 1,458,995	\$ 356,686,000	\$ 57,401,609
2040	28	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 1,363,546	\$ 356,686,000	\$ 53,646,364
2041	29	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 1,274,342	\$ 356,686,000	\$ 50,136,788
2042	30	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 1,190,974	\$ 356,686,000	\$ 46,856,812
2043	31	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 1,113,060	\$ 356,686,000	\$ 43,791,413
2044	32	\$ 9,100,000	\$ 356,720,000		\$ 208,000	\$ 8,892,000	\$ 1,020,278	\$ 356,512,000	\$ 40,906,589
2045	33	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 972,190	\$ 356,686,000	\$ 38,249,116
2046	34	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 908,589	\$ 356,686,000	\$ 35,746,837
2047	35	\$ 9,100,000	\$ 356,720,000		\$ 34,000	\$ 9,066,000	\$ 849,148	\$ 356,686,000	\$ 33,408,259
					\$ 1,733,000				
					NPV Safety Benefits		\$ 56,174,223		\$ 3,255,657,563