

Citracado Parkway Extension Project Summary

<u>Area Location of Project:</u>	Escondido, CA	
<u>City Demographics:</u>	Population 147,603	
	Median Household Income: \$49,409	State: \$61,489
	Per Capita Income: \$21,684	State: \$29,906
	Persons below Poverty Rate: 19.8%	State: 16.4%
<u>Project Classification:</u>	Urban	
<u>Cost Share:</u>	Remaining Planning and Right-of-Way: \$2,683,000	
	Requested TIGER Funds: \$0	Cost Share: 0%
	Other Federal Funds: \$0	Cost Share: 0%
	Non-federal Funds: \$2,683,000	Cost Share: 100%
	Construction Phase: \$23,267,000	
	Requested TIGER Funds: \$12,500,000	Cost Share: 53.72%
	Other Federal Funds: \$0	Cost Share: 0%
	Non-federal Funds: \$10,767,000	Cost Share: 46.28%

Project:

The Citracado Parkway Extension project fills a critical gap in the transportation network by constructing a 0.5 mile extension and improving an additional 0.5 mile of Citracado Parkway to open southern access to a developing industrial park and the Palomar Medical Center, northern San Diego's regional trauma center. The project improves access to trails, bicycle facilities and transit by connecting underserved residential areas with employment centers and the Nordahl Road Sprinter Transit Station.

Transformative Change:

The City of Escondido has large pockets of disadvantaged communities with low incomes and low educational attainment, and high linguistic isolation. In recent years, Escondido has focused on various efforts to increase opportunities for disadvantaged communities and all residents of Escondido to improve the quality of life for residents and establish entry rungs onto *ladders of opportunity*. Two main City Council foci have been Economic Development and Neighborhood Improvement. Economic Development efforts, to make Escondido more competitive in the marketplace and make Escondido residents ready to compete, include: implementing the Comprehensive Economic Development (CEDS) Master Plan; integrating City efforts with regional economic development efforts to leverage partnerships; establishing a pro-active annexation policy for the commercial areas identified in the General Plan Update; and enhancing use of technology and innovation to improve efficiency, services and reduce costs. Neighborhood Improvement efforts have focused on quality of life issues which encourage residents to take a more active role in their neighborhoods and the larger community, including: urban renewal projects to improve aging neighborhoods; creating a more vibrant and appealing downtown; and maintaining recreational facilities, programs, trails and parks. The Citracado

Parkway Expansion Project will leverage these efforts to transform the community and create economic, recreational, and public health opportunities for residents of Escondido and the region.

The Citracado Parkway Extension project builds on the economic development efforts which have been taking place in Escondido and North San Diego County. It will help to transform the community by improving access to medical care, increasing the amount of land dedicated to the creation of new jobs and economic activity and connecting people to those jobs, building out the complete street system in Escondido to create dedicated spaces for all users, and decreasing the amount of commuting time and related air and water pollution.

Ladders of Opportunity

The Citracado Parkway Extension Project will help to *build* a stronger and more connected nation, a healthier economy, and more vibrant communities. This infrastructure investment will create jobs for an underserved community and pave the way for business. Escondido is an area with high minority and low income populations with a strong construction labor force. This project will immediately produce 198 one-year jobs during the construction of the road; the existence of the road will facilitate the construction of business parks, which will provide an additional 290 one-year jobs. The business parks will permanently employ 676 workers. Thus, expanding economic opportunity and socioeconomic mobility in Escondido.

The Citracado Parkway Extension Project *connects* people, creating a multimodal transportation system that provides people in San Diego and south Riverside Counties with safe, reliable, and affordable connections to employment, education, healthcare, public transit and other essential services. The project provides for a more direct route for more than 19,400 motorists per day which results in reduced driving time and a lower cost of travel. Completing this roadway will connect people to new jobs and reduce the traffic in and around the new and existing employment centers and a regional hospital. This project will provide North County Transit District with an opportunity to improve the mobility of Americans with transportation disadvantages by creating a bus route to directly connect underserved residential areas with employment centers, the hospital and the Nordahl Road Sprinter Station. Many folks in the residential areas to the south/east, including several mobile home parks and a senior affordable housing complex, depend on bus service which is currently circuitous with several difficult connections.

The Citracado Parkway Extension Project *revitalizes* the area by bringing underserved communities that are now isolated from employment centers, services and transit closer to opportunities. In addition, the Project lifts up neighborhoods and the region by attracting new opportunities, jobs, and housing. It will reinforce recent public and private investment in the area, including the new hospital and new 742-home residential development, connecting people and places and encouraging the continued construction of Harmony Grove Village. Opening up southern access will encourage new investment and job creation, including development of a planned 18-acre business park, and reinvestment in local business like Stone Brewing, an Inc. 500|5000 fastest-growing private company for the last 11 years.

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, and improve an additional 0.5 mile portion, providing four through lanes, sidewalk, energy efficient street lighting and a Class 2 bike lane. Major intersections will be signalized and a 250-foot long bridge 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, the Nordahl Road Sprinter Transit Station which provides rail and bus services, and existing and expanded employment areas. (*See attached Project Boundaries map and Project Feature: Roadway Extension map*).

Project Objectives

The City seeks to complete this critical link in the General Plan Circulation Element (*attached*) that provides an efficient transportation connection to regional medical facilities serving a population of more than 500,000; provides a direct route between dense residential areas and industrial/commercial centers with significant regional growth potential; and allows for active transportation, vehicle and transit connections between low income residential areas and the Nordahl Sprinter Station. The improvements would transform the community and achieve the following primary objectives:

- Improve *Safety* and save lives by significantly reducing emergency response times to the Palomar Medical Center, northern-San Diego's regional trauma center that receives over 80,000 emergency room visits and over 15,000 Advance Life Support transports per year.
- Improve *Economic Competitiveness* and *Environmental Sustainability* by reducing vehicle miles travelled and driving delays for more than 19,000 vehicles per day with direct pedestrian, bicycle, vehicle and transit access between existing and planned developments such as the Escondido Research and Technology Center (ERTC), the Nordahl Rd. Sprinter Transit Station, residential neighborhoods, and employment centers.
- Improve community *Quality of Life* and provide *Ladders of Opportunity* by connecting people to jobs, increasing job lands in an Economically Distressed Area, and providing bicycle, pedestrian and transit facilities connecting low income residential areas, work centers and a Transit Station.
- Improve *Economic Competitiveness* by annexing three parcels of County land into Escondido rezoning from low density residential to employment lands and providing transportation connectivity to accelerate development of the Escondido Research and Technology Center to expand job opportunities consistent with the Escondido and North San Diego County Comprehensive Economic Development Strategies (CEDs).

- 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.
- Provide for *Innovation* through the use of traffic calming strategies to improve vehicular, bicycle and pedestrian safety, 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).

The Citracado Parkway Extension is expected to provide considerable congestion relief to the Interstate-15/State Route-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.

Project Characteristics and Roadway Components

The project constructs critically needed transportation facilities and will implement a planned component of the City's Circulation Element that is a SANDAG adopted Regional Arterial Roadway. The City's General Plan, last adopted on May 23, 2012, has included this roadway in its Circulation Element since before 1990. The General Plan identifies land use designations consistent with the ongoing industrial/heavy commercial development. Prior to 1970, this roadway extension was identified as an important regional transportation need and an alignment plan was prepared by the County of San Diego at that time.

The project extends Citracado Parkway between Harmony Grove Village Parkway/Lariat Drive and Andreasen Drive. Between West Valley Parkway and Avenida del Diablo, the roadway will be improved for the increased traffic, including the provision of 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 Harmony Grove Village Parkway/Lariat Drive and Andreasen Drive. The typical cross section of the roadway extension will be up to 72-feet wide and will include two travel lanes in each direction. In addition, there will be sidewalks and a Class 2 striped bicycle lane on Citracado Parkway will accommodate bicyclists in both directions. The roadway extension will be built on an elevated roadbed with embankments varying in height up to 22 feet. A traffic signal is proposed for the intersection of 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.

Escondido Creek Bridge

The bridge crossing at Escondido Creek has been designed as a two-span, cast-in-place, pre-stressed, concrete box girder structure. The bridge will be approximately 250 feet in length. The bridge will be approximately 70 feet in width. In addition, a Class II 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.

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 Casa De Amigos and Mountain Shadows Mobile Home Parks 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.



Harmony Grove Village – Lariat Drive Connection



Standard Pacific has completed the first stages of a 742-unit development with commercial services and parklands to the west of the Citracado Parkway. They will continue to build out this new community over the next several years. As a part of this development, Standard Pacific has extended Citracado Parkway between Avenida del Diablo and Harmony Grove Village Parkway/Lariat Dr. (approximately 400 feet). The intersection includes an improved secondary access point into the HARRF, which improves 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. The City has partnered with Rincon Water District which will pay the cost to upsize the waterlines and install recycled waterlines in order to support future development of the ERTC and maximize use of sustainable recycled water. 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. 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

The Landscape Plan for the project area 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 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. 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.

II. Project Location

City of Escondido

The City of Escondido is a vibrant and diverse community of approximately 148,000 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. On October 8, 1888, the city was incorporated and its voters elected a council, clerk, treasurer, and marshal. Today, Escondido is a full-service, general-law city with five council members; the Mayor is the only at-large council member. Escondido operates under the Council-Manager form of government.

Settled in a long valley, Escondido has grown from its agricultural past to become urban environment in the midst of gentle rolling hills, avocado and citrus groves. The City often struggles with these two images, resulting in gaps in infrastructure and a community that while working, has a high level of poverty. Projects such as the Citracado Parkway Extension Project help to address the disparities in the City, by connecting job centers to residential areas and offering high quality jobs to unemployed and underemployed workers. There are 338,100 business establishments in Escondido with fewer than 10 employees, which is a good indicator of the entrepreneurship in the community. Another 2,862 businesses have more than 250 employees.

Escondido has traditionally been very dependent on individually owned vehicles, served by a rich, but incomplete road network, light rail, a robust bus network, and a growing active transportation network. Current projects focus on complete streets with an increased emphasis on active transportation and the ability to add public transportation.

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). The City of Escondido meets EDA economic distress criteria which states that the per capita income be 80% or less of the national average per capita income. Even though California is a high cost state, and has a per capita income above the national average, the per capita income (based on the 2010-2014 ACS 5-year estimates) in Escondido is only 75.9% of the national average. Escondido's average per capita income was \$21,684 versus \$28,555 for the nation. Escondido's income is only 72.5% of the state average (\$29,906). The percentage of people living in poverty is 4.2% higher in Escondido than in the nation.

The City of Escondido as a whole meets the definition of economic distress. Additionally, there are a number of individual census tracts within the City that show very severe signs of economic distress. Appendix C of the CEDS (<http://www.escondido.org/Data/Sites/1/media/PDFs/Business/ComprehensiveEconomicDevelopmentStrategy.pdf>) 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.

III. Project Parties

Local Government Boundary Changes and Agency Reorganization

The Citracado Parkway Extension Project area extended approximately 30 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 high quality employment land within the ERTC, the City, with the full cooperation of the County of San Diego, has annexed three unincorporated parcels crossed by or in the proximity to the proposed roadway extension. Two of these parcels are owned by the City of Escondido. The owner of the third parcel strongly supported the annexation.

The reorganization allows the City to assume full responsibility for road operation and maintenance without the need for a long-term maintenance agreement with the County. Rezoning the property from the County's designation of low density residential to office/business park aids in economic competitiveness by providing for more employment lands in the region.

Innovate 78

Innovate78 is a collaboration between the cities of Carlsbad, Escondido, Oceanside, San Marcos and Vista to increase their capacity to retain, expand, and attract talent, companies and investment to the SR-78 Corridor. Home to more than 600,000 residents and 200,000 innovative businesses, the initiative will continue to fuel regional job creation and regional economic growth. Anchored by a comprehensive economic development strategy, the collaboration serves as a tool to promote job creation along the Corridor, recognizing that to be effective, the goal of each City must not be to poach jobs from other regions, but to create jobs and explain why building a business along the 78 Corridor matters. Promoting the culture of North County, the quality of life and economic strengths of the region, is an essential part of the strategy.

Palomar Health

Palomar Health is one of the City of Escondido's key partners in completion of this project. Palomar Health 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. The service area includes approximately 500,000 people.

In 2012, Palomar Health finished construction of a new 11-story, 740,000 square foot flagship hospital, the Palomar Medical Center, in northwestern Escondido. Palomar Health 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 significantly - 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 2,200 employees with an additional 825 physicians on staff, 420 volunteers and 860 interns on campus. In 2015, Palomar Medical Center had 83,382 emergency room visits and 1,473 trauma cases, as well as 19,112 inpatient admissions. This represents an 11% increase in ER visits over 2014. Palomar Health has closed down a standby emergency department in downtown Escondido which is anticipated to increase emergency room visits to Palomar Medical Center making the new hospital an even more 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, Palomar Health committed \$13,000,000 towards the construction of the extension of Citracado Parkway. This original funding has accrued approximately \$1.5 million in interest, providing approximately 45% of the total funds necessary to construct the roadway extension.

IV. 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 \$30,420,000. The City is requesting \$12,500,000 in TIGER construction funds to complete the construction phase for this project.

Approximately \$4,470,000 has already been spent on the project. Costs include preliminary design and an extensive CEQA process. Cultural resources Phase I and II recovery efforts based on the CEQA EIR have been completed in close coordination with the affected local Native American tribes. In 2002 and 2003, HUD granted \$693,750 and \$214,527 of EDI-Special Project funds for the development of infrastructure improvements associated with the Escondido Research and Technology Center (formerly called Quail Hills Industrial Park). This grant was used for design and environmental review for the missing link of Citracado Parkway. There was no required match for these funds. An additional \$581,000 in Transnet funds and \$1,784,723 in local funds from Palomar Health was used to complete this phase of the project.

An additional \$2,683,000 will be spent to complete the Planning and Right-of-Way phases in order to obligate TIGER funds. The City anticipates providing a \$10,767,000 match (46%) for the \$23,267,000 construction phase of the Citracado Parkway Extension.

As part of the construction of a new, regional hospital center (Palomar Medical Center), the Palomar Pomerado Hospital District (now known as Palomar Health) contributed \$13,000,000 towards the completion of the Citracado Parkway Extension in 2003. Approximately \$1,500,000 in interest has accrued on these funds. The City has spent or encumbered a significant amount of these funds for design, environmental review, and cultural resources mitigation costs, additional funds have been encumbered to complete planning phase; approximately \$8,000,000 remains for the construction phase. This is local funding which has no required match. The City has obligated an additional \$2,767,000 in Transnet funds to this project to complete the construction phase. The City’s request for \$12,500,000 in TIGER funds would fully fund this critical project.

TABLE A: Citracado Parkway Extension Project Sources & Uses

Pre-Development Work – Completed

Description	Cost	Start of Work	Funding	Funding Source	Commitment Level
Preliminary Design, Value Engineering, CEQA Review	\$3,274,000	Complete	\$908,277	HUD/EDI	Spent
			\$581,000	Transnet	Spent
			\$1,784,723	Palomar	Spent
Cultural Resources Mitigation	\$1,171,000	January 2013	\$1,171,000	Palomar	Spent
Annexation	\$25,000	Complete	\$25,000	Palomar	Spent
Subtotal	\$4,470,000				

Planning Phase - In Process through May 2019

Description	Cost	Completion of Work	Funding	Funding Source	Commitment Level
Environmental Review (NEPA)	\$500,000	Dec 2018	\$500,000	Palomar	Received
Biological Mitigation & Permitting	\$900,000	May 2019	\$900,000	Palomar	Received
Right of Way & Admin	\$1,283,000	May 2019	\$1,283,000	Palomar	Received
Subtotal	\$2,683,000				

Construction Phase - January 2020 through June 2021

Description	Cost	Start of Work	Funding	Funding Source	Commitment Level
Construction	\$20,300,000	January 2020	\$12,500,000	TIGER	Requested
			\$7,800,000	Palomar	Received
Construction Testing	\$337,000	January 2020	\$337,000	Transnet	Received
Construction Mgmt & Admin	\$2,030,000	January 2020	\$2,030,000	Transnet	Received
Utility Relocation	\$600,000	July 2020	\$200,000	Palomar	Received
			\$400,000	Transnet	
Subtotal	\$23,267,000		\$23,267,000		

Total Project Costs	\$30,420,000
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V. Selection Criteria

(i) Primary Selection Criteria

a) State of Good Repair

The project addresses *vulnerabilities in the transportation system* that, without improvement, will *threaten future transportation network efficiency and economic growth* of the region. 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: <https://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 (\$3.3 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, signals 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.

b) Economic Competitiveness

The project improves the economic competitiveness of the United States by improving the transportation system while creating and preserving jobs. This project doesn't just create long and short term jobs, it has been designed with the three rungs of the *Ladders of Opportunities* concept in mind to help build a stronger and more connected nation, a healthier economy, and more vibrant communities. First, the project results in *job creation* for low-, middle-, and upper-income workers and the increases the economic productivity of the land in an *Economically Distressed Area*. Second, the project connects people and their homes to employment, healthcare, and essential services; significantly improving the *long-term efficiency of the transportation system* resulting in shorter commute times and more efficient movement of goods. This project also revitalizes the area by fostering current investment and attracting new opportunities, jobs and housing.

Revitalization: Economic Productivity of the Land

In addition to the time saving benefit to be realized by this project, the Citracado Parkway Extension Project will create direct and indirect economic benefits for residents of economically distressed areas of 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 increase 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. (<https://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 which guides development of a rapidly increasing and diverse population of over 700,000. 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 Health’s flagship hospital and regional trauma center). The area also 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 life sciences/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.

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. This project will build *ladders of opportunity*, creating new job lands and connecting them to an underemployed community.

Closing the infrastructure gap will directly facilitate the development of a key opportunity site targeted for high-value employment growth 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 (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 targeted (based on a detailed industry cluster study conducted as part of the recent CEDS process) by the City: Cleantech; Information, Communications and Technology; Business and Professional Services.

Ladders of Opportunity through Job Creation for Low Income Workers

The proposed Citracado Parkway Extension represents a critical component of the City's comprehensive strategy to reduce economic distress. The proposed Parkway Extension will create direct and indirect employment opportunities for residents of adjacent, highly economically 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.	

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. These jobs create opportunities for people at all economic levels. While the residents of Escondido have fuller employment than the nation, they earn considerably less, with 19.8% of people living in poverty, connecting them with jobs that pay a higher average wage will connect more people to their middle class dreams and realities. 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. Further discussion of how this project provides Ladders of Opportunity is included on Page 2.

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: <https://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 in 2014. The number of trips per the traffic study in 2030 is 18,600 per day. Based on a straight-line interpolation, the number of trips that would benefit from this 104-second (0.81-mile) trip reduction is 19,000 per day on opening day in 2022).

c) Quality of Life

The project provides multi-modal access between residential areas, existing and proposed employment centers and a Transit Station. The extension of Citracado Parkway connects economically disadvantaged populations, non-drivers and senior citizens with employment. The gap in the roadway forces commuters, ambulances, and trucks to travel a longer distance through a residential neighborhood. On one side of the gap are employment lands, which will be increased through this project, on the other are three mobile home parks (one has restricted residency for senior citizens), a 742-unit residential project that is under development, and a major east-west connector through Escondido.

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, connecting the two trails results in a 0.81-mile reduction in trip length. This shorter and fully improved active transportation connection to the transit station is anticipated to result in a mode shift from vehicle travel to more active transportation modes. While the anticipated mode shift can’t be quantified,

significant health benefits and a reduction in VMT is anticipated. The proposed bike lanes will be approximately 0.75-miles away from a planned bicycle staging area for the Inland Rail trail, 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 27% lower than the State average, based on 2012 data.

d) Environmental 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 bioretention areas are designed to capture and detain run-off from the street. The root structure and specially designed soil matrix that lies under landscaping will act as a natural filter, promoting infiltration in to underlying soils and removing pollutants in drainage. In addition, the water is detained 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	NO _x	CO ₂	ROG	NO _x	CO ₂
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
Change	-15714				-0.21061	-0.60711	-1228.875127

The Final CEQA EIR for this project can be found at: <https://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.

e) 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 and a population of 500,000 people. 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 emergency 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 emergency trips x 25% of geographical area = 690 emergency trips/yr 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 is as follows:

690 emergency trips x 70% EMS x 90% to PMC = 434 EMS trips/yr 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 which 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/>) found that each additional kilometer travelled was associated with a 2% relative increase in mortality. A second study published in Health Economics (Wilde, <http://onlinelibrary.wiley.com/doi/10.1002/hec.2851/abstract>) 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 also result in a reduction in the number of accidents.

(ii) Secondary Selection Criteria

a) Innovation

Citracado Parkway has been on city and county maps since at least the 1970s, but progress has been challenging 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), and private sources consisting of Palomar Pomerado Health Foundation, and the private developer, Standard Pacific, who is building the

northern one-fifth of the connector road at Avenida del Diablo. TIGER funding 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 will include emerging traffic calming techniques including buffered bike lanes and narrowed travel lanes. These innovative traffic calming strategies are effective at reducing speeding and improving the safety of bicyclists.

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.

Due to the project's proximity to the Palomar Observatory, a world-class center of astronomical research that is owned and operated by the California Institute of Technology, the City has consulted with scientists and selected LED lighting that burns at a lower color temperature and is in compliance with Dark Skies Initiatives. Additionally, lighting will include adaptive controls allowing communication regarding lighting adjustments to be made from a central office. These LED lights represent a new technology which has only become available recently.

The Project is located within the jurisdictions of City of Escondido as a result of the annexation process recently completed. 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 biofiltration swales.

b) 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 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. The work begun in the CEDS has also been taken up by Innove78, a collaboration between the cities of Escondido, Carlsbad, Oceanside, San Marcos and Vista to increase their capacity to retain, expand, and attract talent, companies, and investment to the SR-78 corridor.

VI. Results of Benefit-Cost Analysis

The project results in benefits that far outweigh the project cost. Overall the cost-benefit ratio ranges between 4 and 101. The overall project cost is \$32,170,000, including operation and maintenance costs over a 30-year term. High and low estimates for the benefits range from \$117.4-million to \$3.25-billion net present value and are provided on BCA-1 of the attached cost-benefit analysis table.

TABLE G: 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 & bridge	Reduced vehicle miles travelled	Number of drivers that will use roadway	Monetized value of reduced travel time and vehicle costs	\$55,755,490	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	\$1,222,844 - \$1,263,847	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 trips	Monetized value of fatalities	\$60,410,835- 3,198,361,779	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 trips.

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 trips that would benefit from this 104-second (0.81-mile) trip reduction is 19,000 per day on opening day.

The traffic study predicted 19,400 trips in 2014. The projected number of daily users declines slightly to 18,600 ADT by 2030. This decline is as a result of the assumption that all other planned roadway improvements in the network will be completed by 2030 thereby accepting a portion of the trips. 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 number of trips that will benefit from the project are determined by a straight line interpolation between 2014 and 2030, resulting in a 2022 traffic volume of 19,000 ADT on opening day. 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 \$13.45 per person-hour in 2014. This value can be adjusted to the base year value by using the US Department of Labor, Bureau of Labor Statistics, Consumer Price Index - All Urban Customers page 75 as follows:
 $\$13.45 \times (236.525/234.812) = \13.55 per person-hour.
2. Savings resulting from reduced vehicle operating costs are calculated based on American Automobile Association data for 2015. AAA estimates the average vehicle operating cost at a minimum of \$0.58 per mile of travel distance. (<http://newsroom.aaa.com/2015/04/annual-cost-operate-vehicle-falls-8698-finds-aaa-archive/>.) 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 G. 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 for the base year (2013) on Page 6 of the BCA Resource Guide.

$$\text{ROG (VOC): } 0.21061 \text{ MT/yr} \times \$2,032/\text{MT} = \$427.96/\text{yr}$$

$$\text{NOx: } 0.60711 \text{ MT/yr} \times \$8,010/\text{MT} = \$4,862.95/\text{yr}$$

$$\text{Non CO2 Benefits} = \text{ROG(VOC)} + \text{NOx} = \$5,290.91/\text{yr}$$

The ROG(VOC) and NOx benefit of the project is \$5,291 per year.

Carbon dioxide emissions reductions are 1,229 MT/yr per Table E and are valued in accordance with pages 7-9 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: <https://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 split evenly between years 2020 and 2021. 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.

TABLE H: Construction Emissions Costs

Year	CO2 Produced	3% SCC (2015\$)	CO2 Cost	Non CO2 Cost	Total
2020	392 tons	\$47	\$18,424	\$1,842	\$20,266
2021	392 tons	\$47	\$18,424	\$1,842	\$20,266

In addition to the reduction in greenhouse gas emissions due to shorter vehicle trips, the project provides a more efficient route for bus services that allows service to underserved areas, including several mobile home parks. It is expected that the improved bus service and improved pedestrian and bicycle connections will result in mode shift toward public transit and active transportation. The economic benefit resulting from the expected mode shift has not been included in the cost-benefit calculation.

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% decrease 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 39.2-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 \$9.6 million per fatality. Therefore the annual safety benefit for the project ranges from \$9.6 million/year to \$374.4 million/year in base year (2015) dollars. The benefit in 2021 is assumed to be 50% of average benefit due to the mid-year project completion.

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.

VII. Project Readiness

The Citracado Parkway Extension Project is included in the 2050 Regional Transportation Plan and is in the 2014 Regional Transportation Improvement Program and the 2014 Federal 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 Escondido 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 planning process.

It is anticipated that an Environmental Assessment would be completed for the project. Planning activities will commence as soon as a Federal Lead Agency is assigned. The City has coordinated with CalTrans, the DOT Federal Lead Agency for transportation projects in California, which has been involved in developing a realistic schedule for NEPA approval. The City has also hired a team of highly qualified experts to complete the NEPA documents. AECOM has provided the attached letter for assurance for delivery of the NEPA document on schedule. The AECOM team is led by William Graham, MCP, who has acted as an on call extension of staff for both Caltrans and SANDAG and has prepared and reviewed numerous NEPA documents. In addition, Brian Smith & Associates is a well-respected cultural resources specialist with extensive knowledge and experience with the permitting process. AECOM has provided the schedule in Table I.

This schedule was provided to Caltrans Environmental staff for their review. After review of feasibility, Caltrans provided a letter of support for the project. Further, Caltrans District 11 Environmental Branch Chief, Kevin Hovey, has reviewed the schedule and confirms his staff is ready to move forward, should the project be selected for funding. The schedule as proposed has several months of float time during the planning/environmental process. Given that an Environmental Impact Report has already been prepared for the project, it is anticipated that all funds can be obligated well in advance of the September 30, 2019 deadline to obligate federal funds.

TABLE I: Schedule

Task	Duration (months)	Start	Finish
Development Agreement with ROW landowner	6	In progress	July 2016
Design	18	In progress	December 2016
TIGER Grant Application & Selection	6	April 2016	September 2016
Submit PES Form to Local Assistance & Complete Field Review Form	1	September 2016	September 2016
Format, Supplement, Revise and Prepare Technical Studies based on EIR previously completed for CEQA	8	October 2016	May 2017
Prepare Draft EA (overlaps with item above)	8	October 2016	May 2017
Caltrans Local Assistance Review of Draft EA & Technical Studies and Revisions	14	June 2017	June 2018
Circulate Draft EA	2	September 2018	October 2018
Revise EA/Respond to Comments	3	September 2018	November 2018
Final EA/FONSI			December 2018
Temporary Construction Easements (if needed)	6	January 2019	May 2019
Resource Agency Permitting (permit applications have already been submitted)	6	December 2018	May 2019
Deadline to Obligate Federal Funds		June 30, 2019	September 30, 2019
Bid and Award	3	October 2019	December 2019
Construction	18	January 2020	June 2021

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 January 2015:

- 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 held pre-submission conferences and conducted a field review with each of the resources agencies in June 2015. No significant issues have been discovered or discussed.

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

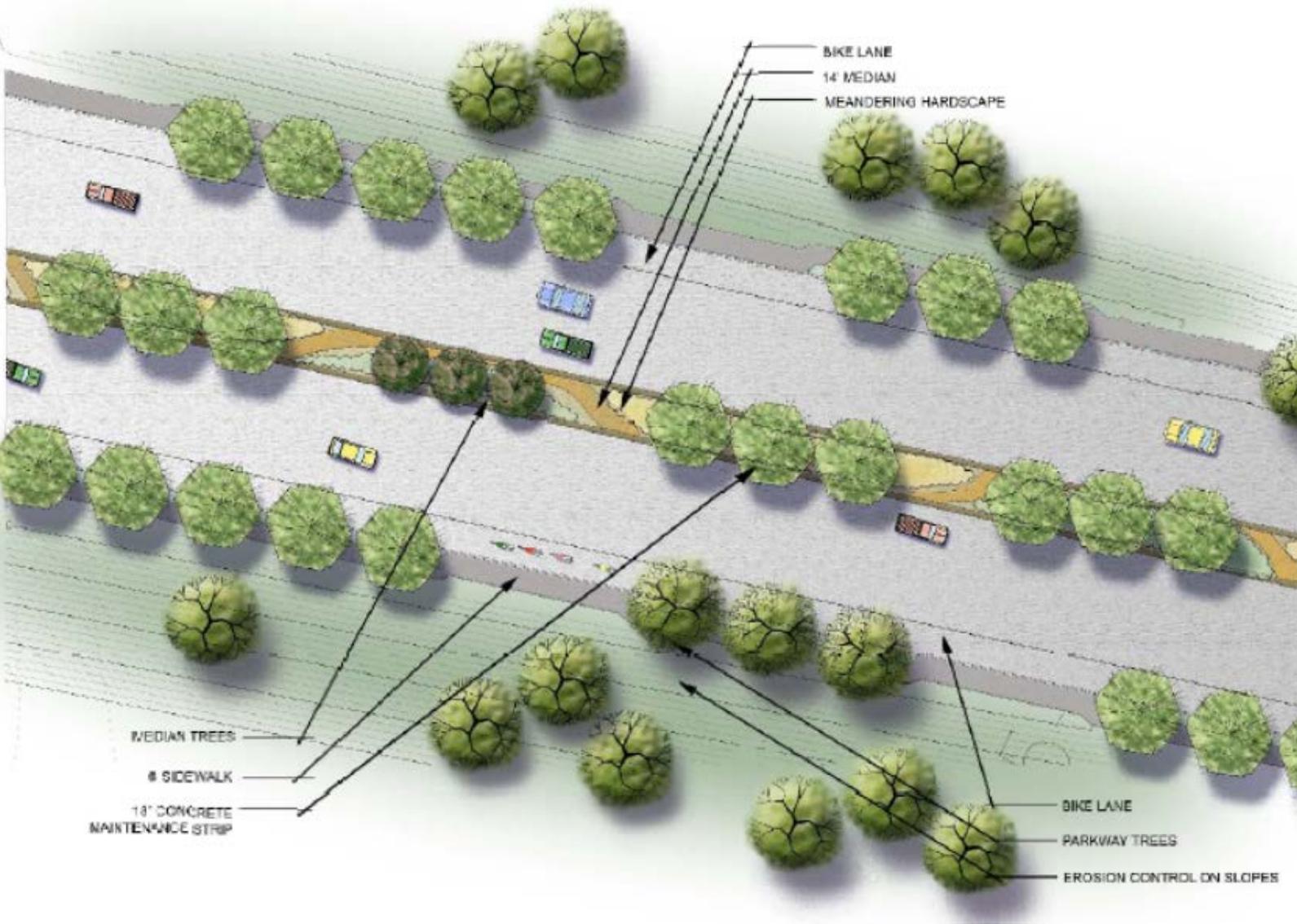
The cultural resource data recovery has been completed in close coordination with named Native American tribes, who have expressed satisfaction with the work completed.

There are only three parcels of land from which Right-of-Way 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 property owner has requested a Development Agreement whereby the land would be dedicated and improvements made to support his development plans. The property owners' plans for development of the subject property are consistent with the project and would not be possible without the project. While a Development Agreement with the property owner is anticipated, absent this Agreement the City expects to receive possession of the right of way needed to construct the project by July 2016.

Project plans are currently 90% complete with landscape and irrigation plans at 75% completion.

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, Julie Procopio, on behalf of the City of Escondido, California, as an applicant for TIGER FY 2016 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 Consolidated and Further Continuing Appropriations Act, 2015 if awarded TIGER FY 2016 funding.

Date: April 19, 2016

Signature:

A handwritten signature in blue ink that reads "Julie Procopio". The signature is written over a horizontal line.

Title:

Assistant Director of Public Works/Engineering

Grant Applicant:

City of Escondido, California

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

¹Pub. 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.)

²The 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 foregoing, 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.

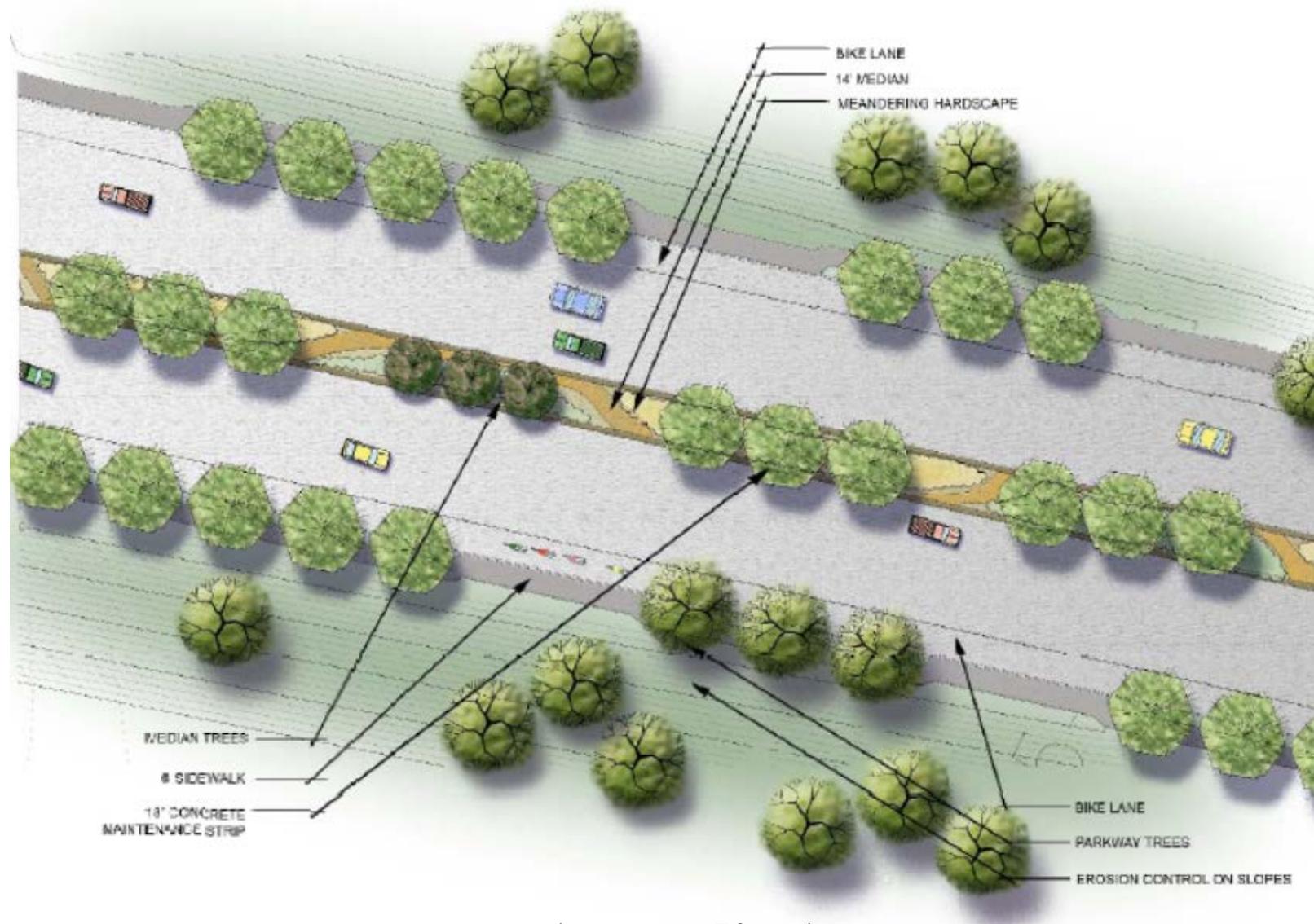
Sec. 3147. Suspension of this subchapter during a national emergency

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



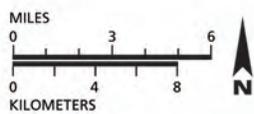
Regional Location Map

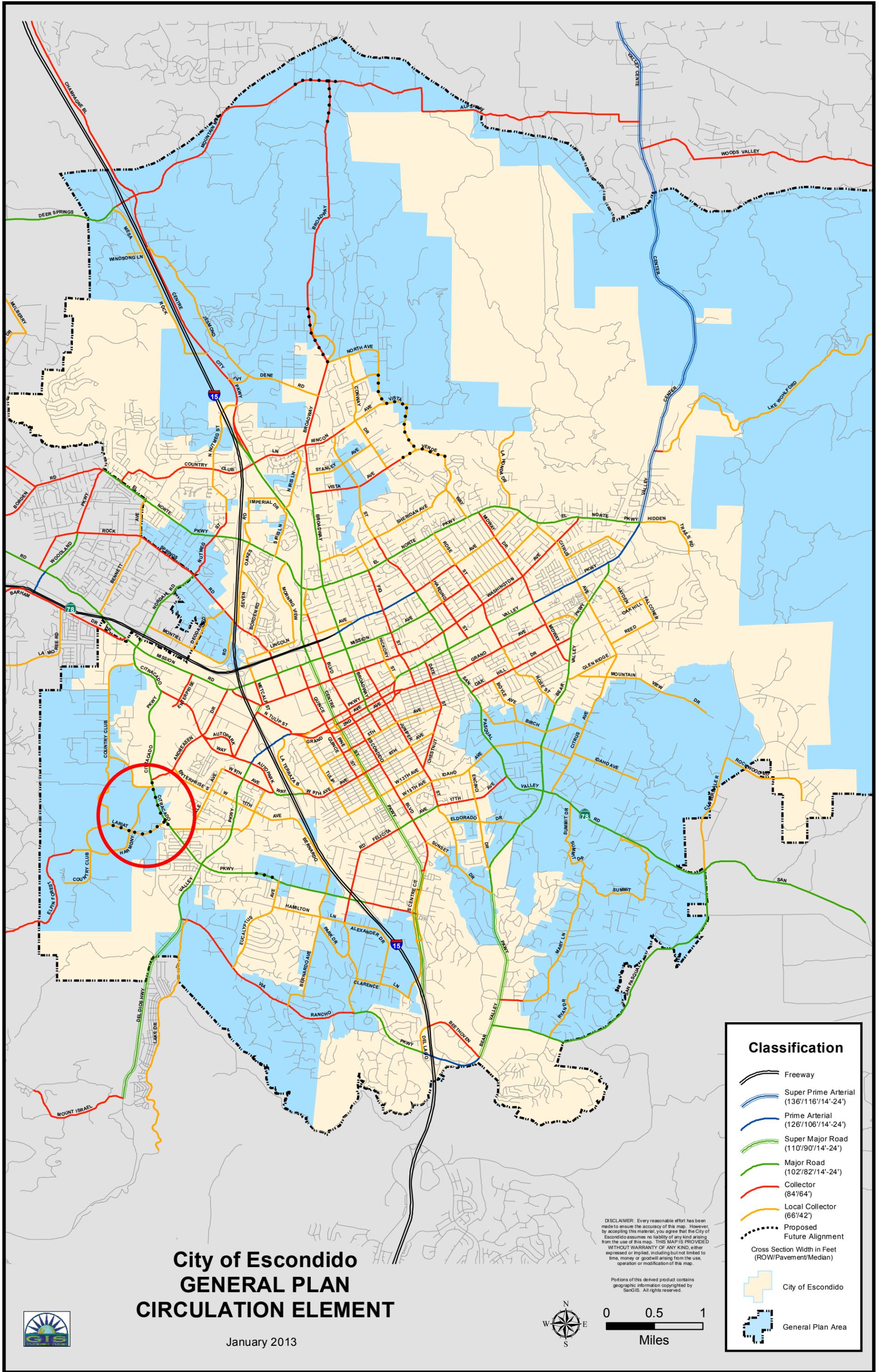


Figure 6.8
Regional Arterial
System

October 2011

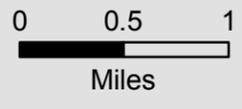
- Freeways and Highways
- Regional Arterials





City of Escondido GENERAL PLAN CIRCULATION ELEMENT

January 2013



Classification

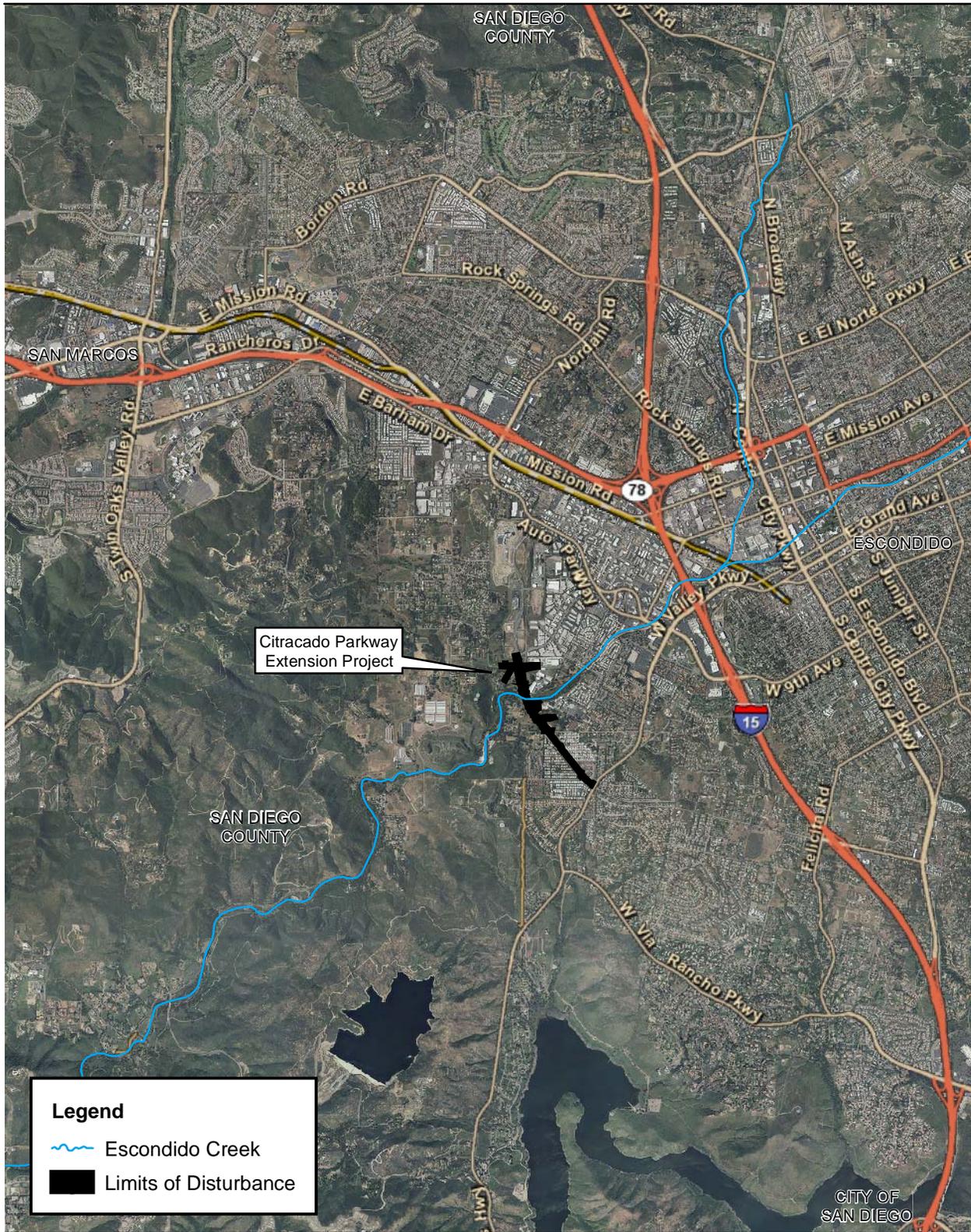
- Freeway
- Super Prime Arterial (136'/116'/14'-24')
- Prime Arterial (126'/106'/14'-24')
- Super Major Road (110'/90'/14'-24')
- Major Road (102'/82'/14'-24')
- Collector (84'/64')
- Local Collector (66'/42')
- Proposed Future Alignment

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

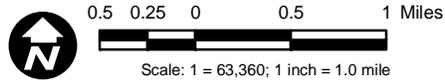
- City of Escondido
- General Plan Area

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 this map.

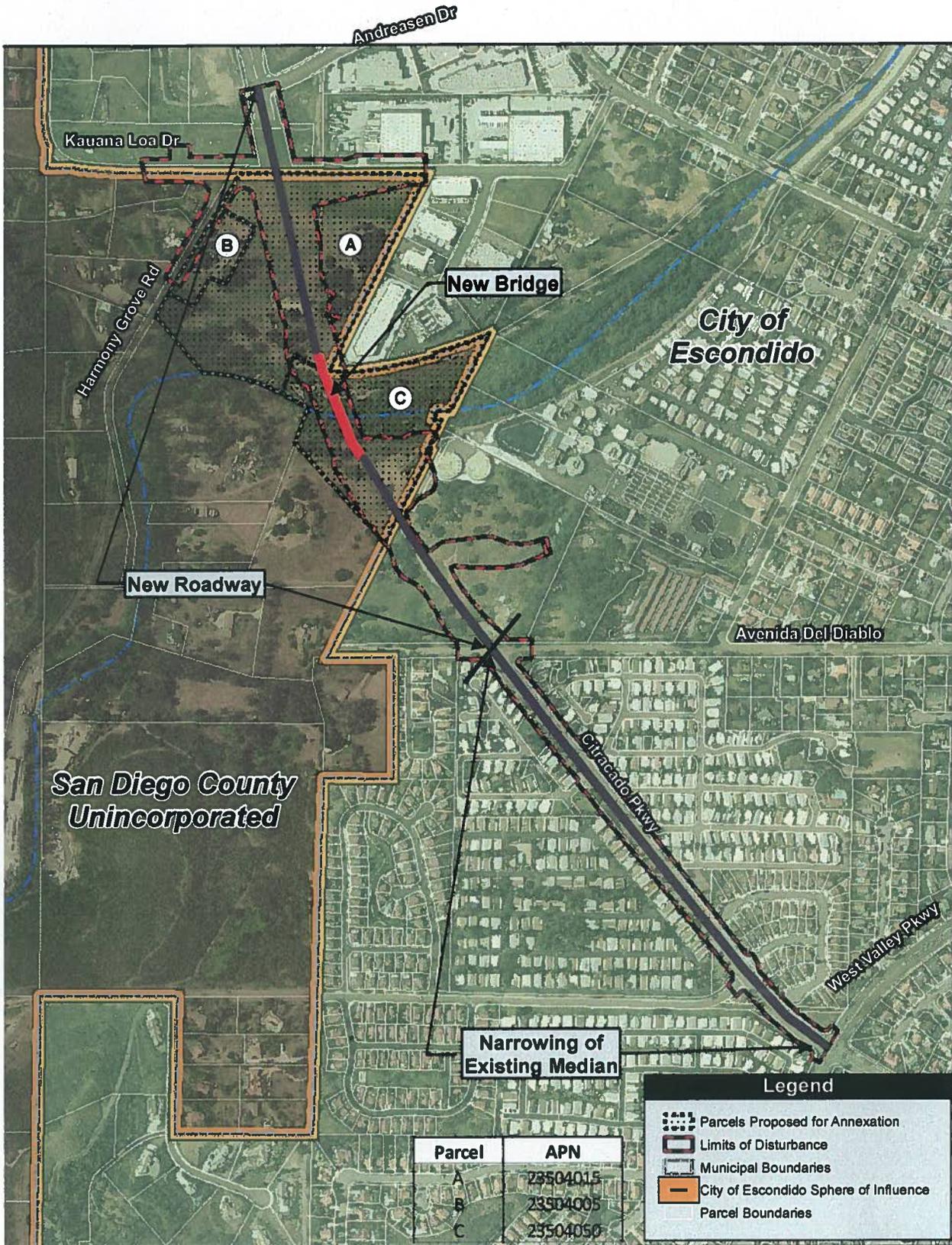
Portions of this derived product contains geographic information copyrighted by SanGIS. All rights reserved.



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



Vicinity Map - Aerial Image



Parcel	APN
A	23504015
B	23504005
C	23504050

Legend

- Parcels Proposed for Annexation
- Limits of Disturbance
- Municipal Boundaries
- City of Escondido Sphere of Influence
- Parcel Boundaries

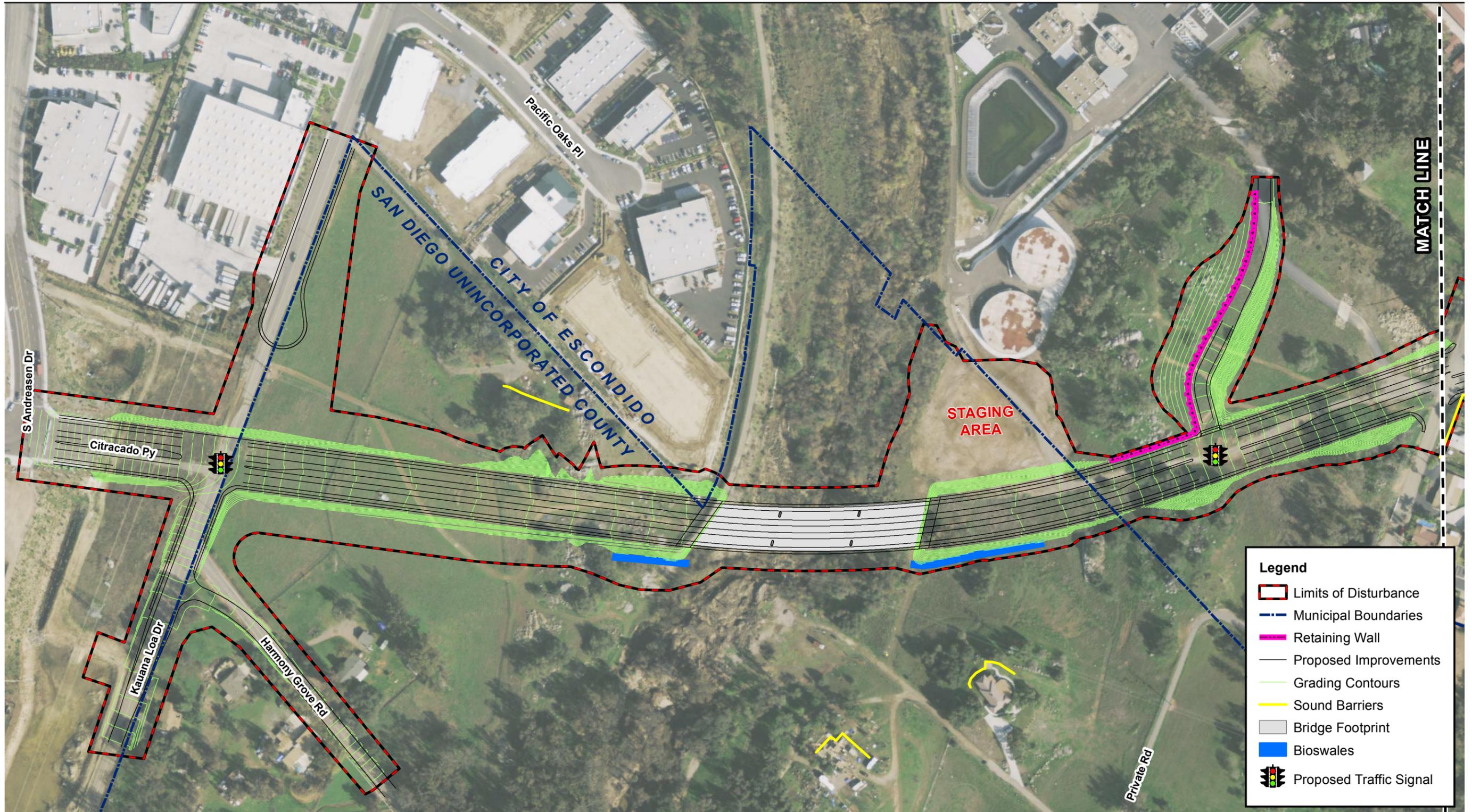
Source: SanGIS 2011; Boyle Engineering 2007; AECOM 2011; Landscor 2010

800 400 0 800 Feet

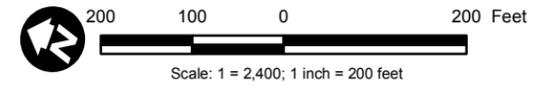
Scale: 1 = 8,400; 1 inch = 700 feet

Citricado Parkway Extension Project Draft EIR

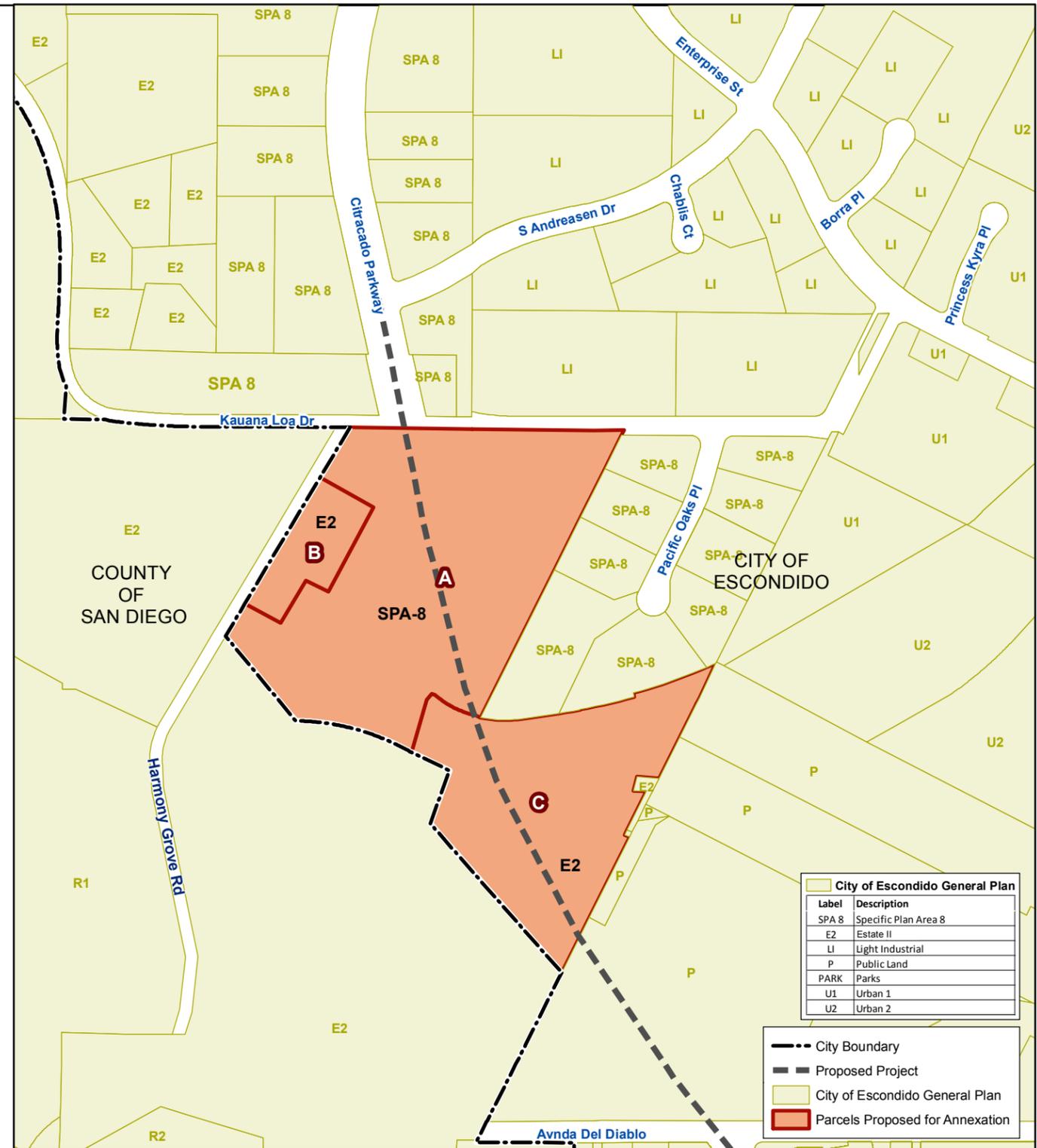
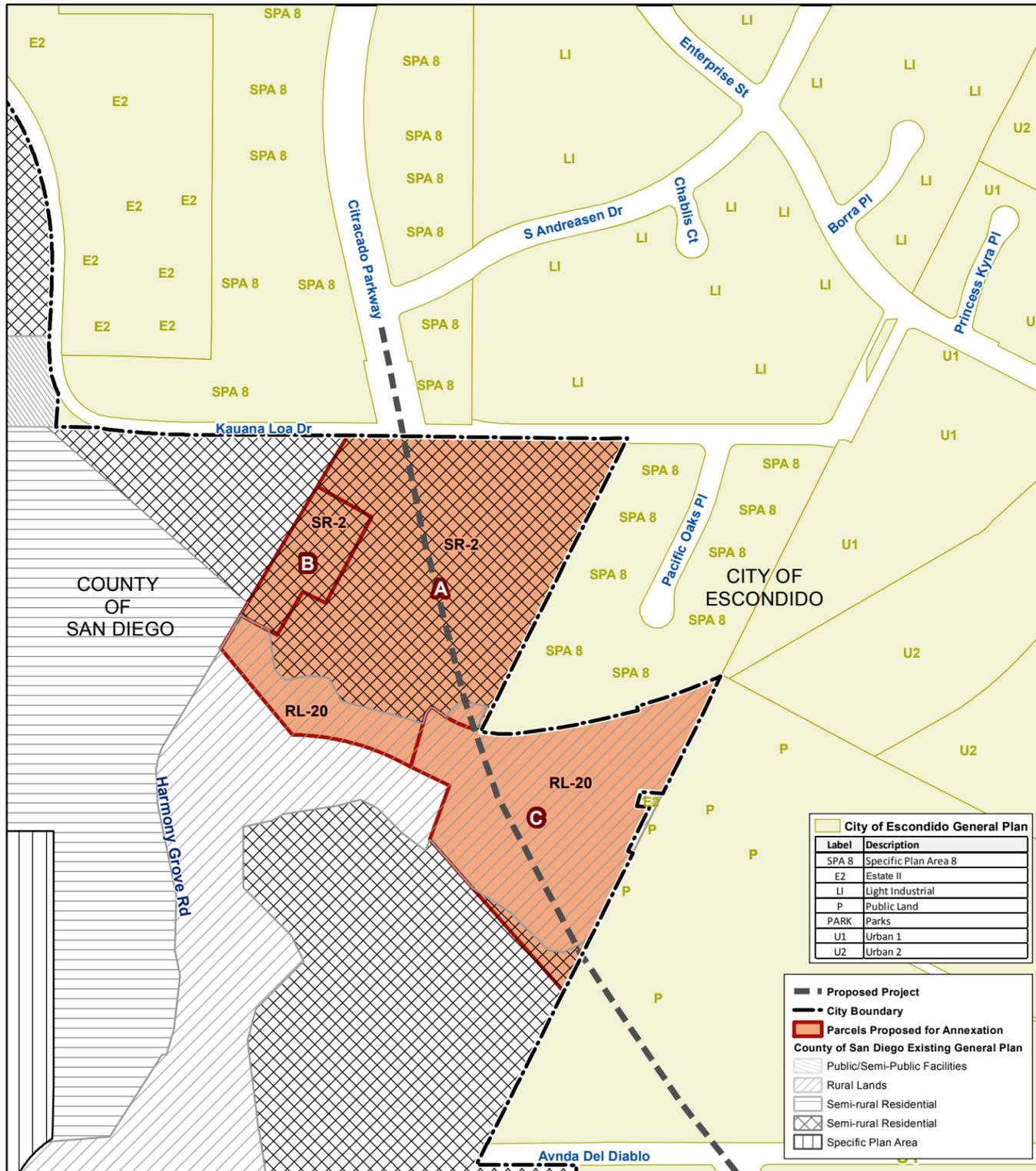
Path: P:\2006\06080144 Citricado Pkwy\SGIS\MXD\2011_mxd\EIR_2011\Amexation.mxd, 5/27/2011, Lee J



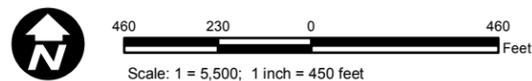
Source: SanGIS 2010; Boyle Engineering 2007; AECOM 2010



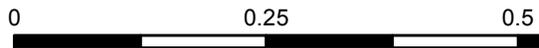
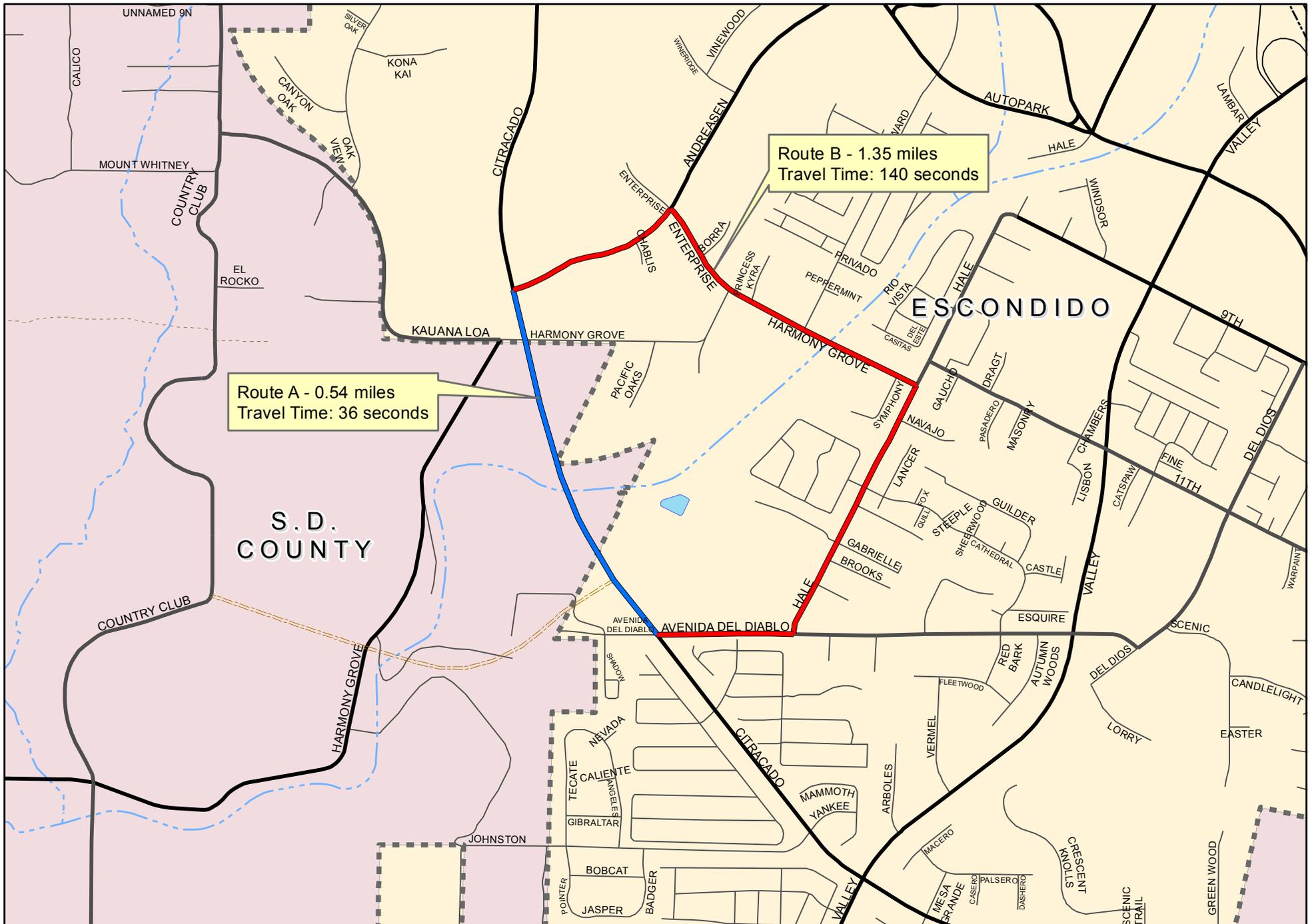
Project Features: Roadway Extension

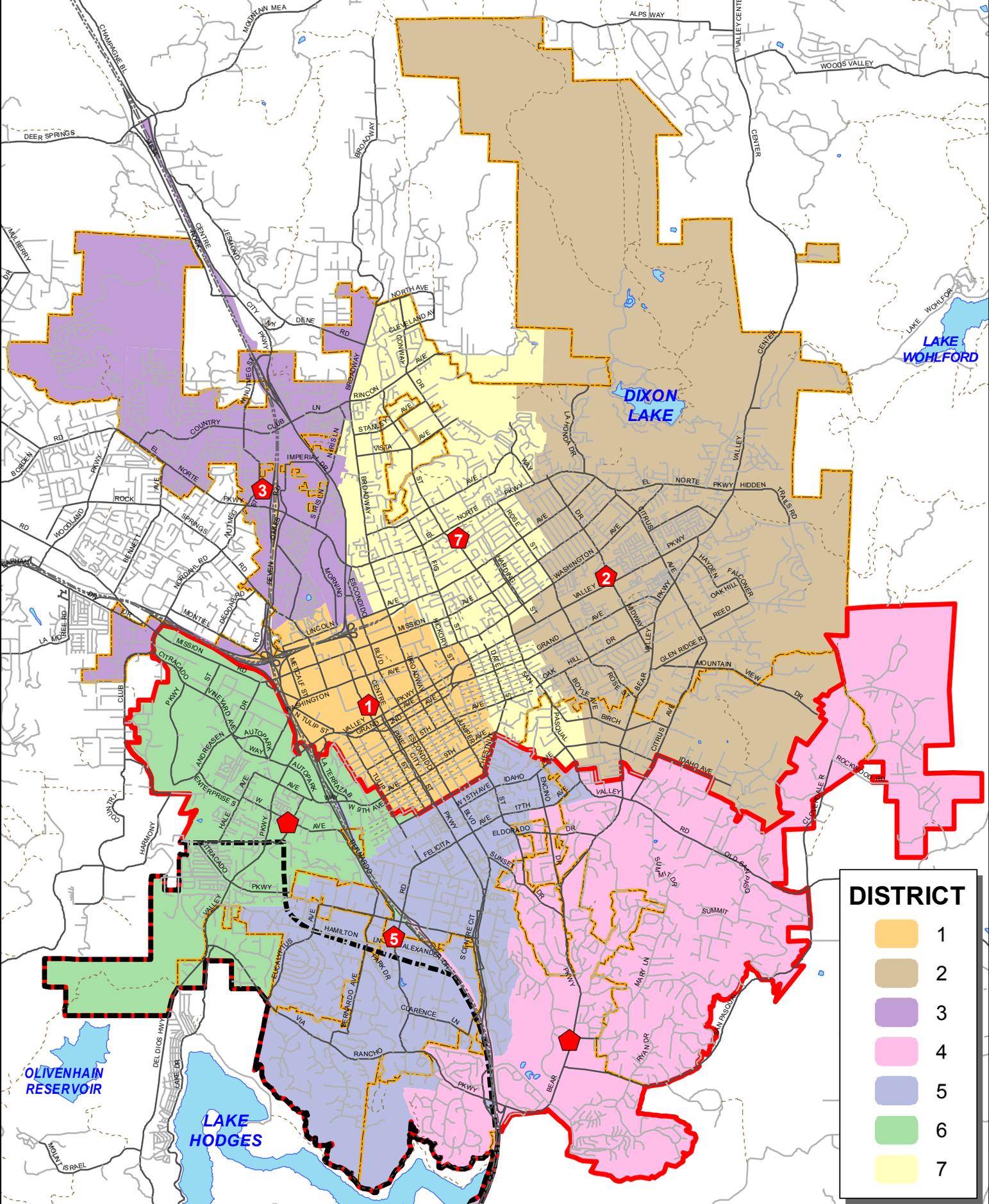


Source: SanGIS 2011; City of Escondido 2009



Existing and Proposed Land Use Designations





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

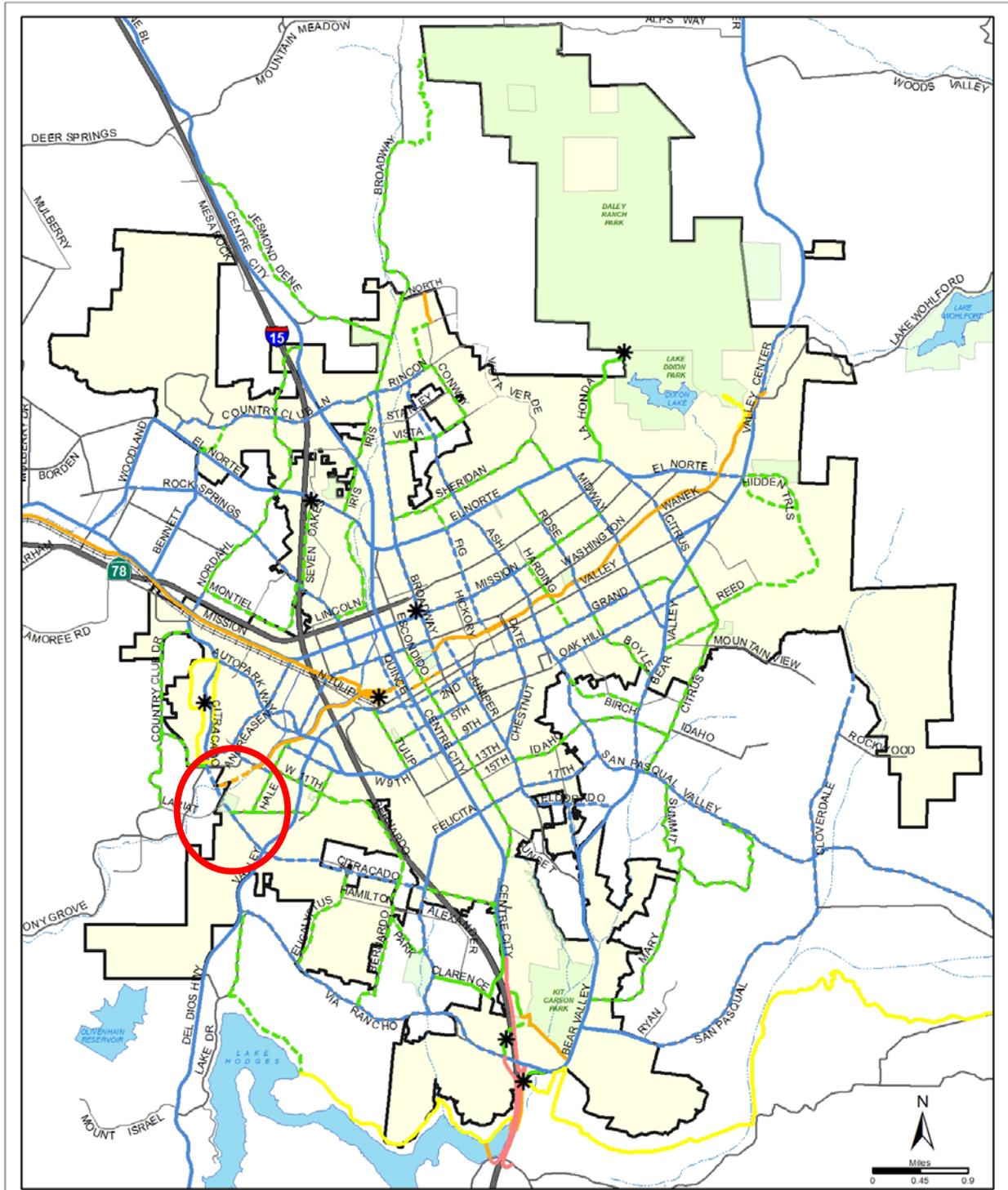




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Figure ES 1 Existing and Proposed Bicycle Facilities

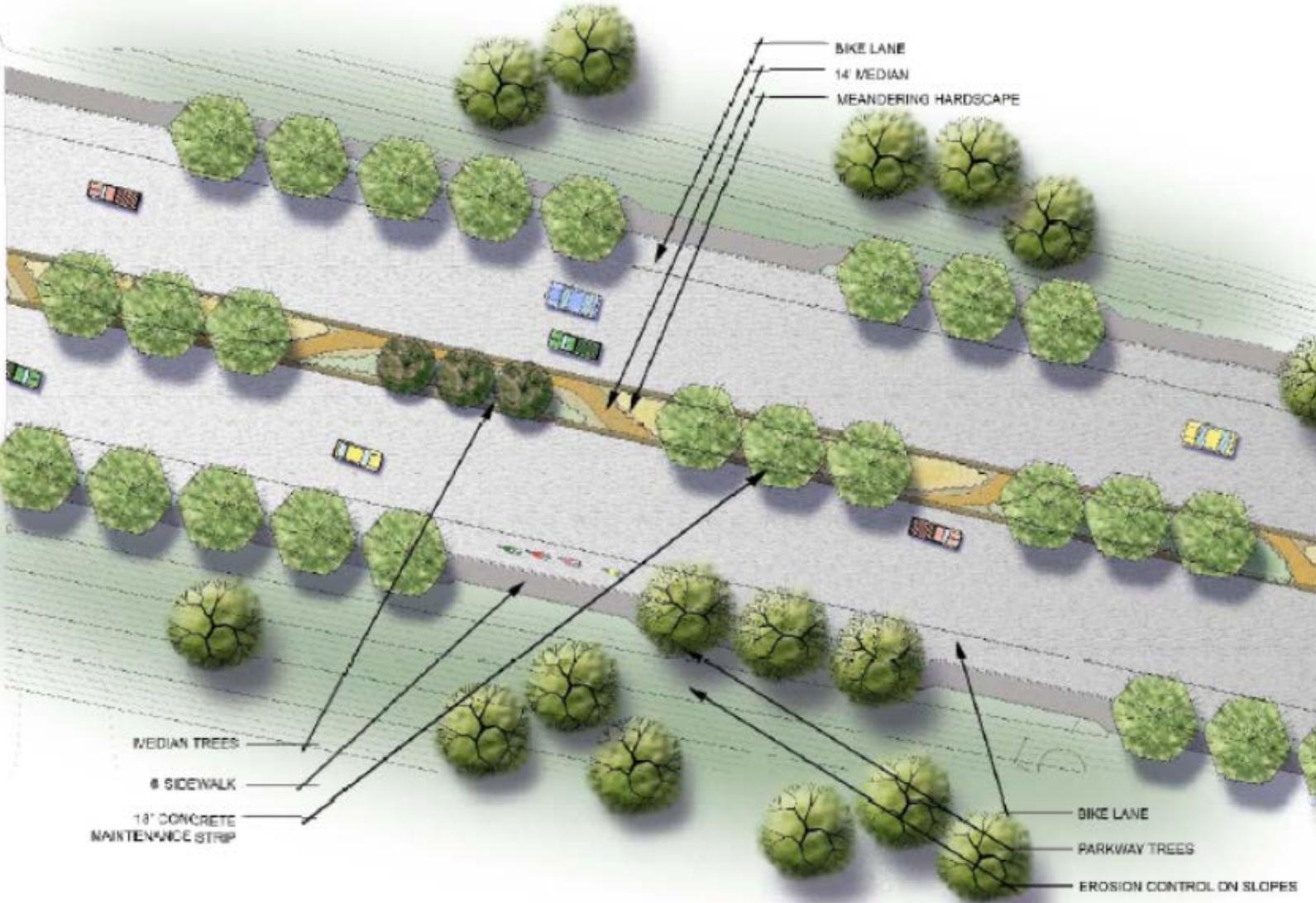


Existing & Planned Bikeways

- Existing Class I Multi-use
- Proposed Class I Multi-Use
- Existing Class II Lanes
- Proposed Class II Lanes
- Existing Class III Routes
- Proposed Class III Routes
- Freeway Route
- Unpaved Multi-use Trail
- Staging Areas
- Major Roads
- Freeway
- Railroad



Citracado Parkway Extension Project



Appendix B Letters of Support



Duncan Hunter
U.S. House of Representatives
50th District, California

April 8, 2016

Mr. Carlos Monje Jr.
Office of the Under Secretary for Policy
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

Dear Under Secretary Monje:

The City of Escondido is requesting Federal funding from the TIGER program for their Citracado Parkway Extension project. Federal support through TIGER is critical to ensure this ready-to-go, regionally significant, and widely supported transportation link is completed. It is an investment in the connectivity and livability of the North San Diego region.

The project closes a gap in SANDAG's Regional Transportation Plan and the Regional Arterial Road System, between Avenida del Diablo and Andreasen. It is a uniquely located project that lies in both rural San Diego County and urban City of Escondido. The project is supported by SANDAG, our metropolitan planning organization, as well as by numerous businesses and residents in the region. Also noteworthy is the Federal government's investment in prior segments of Citracado Parkway through annual Appropriations.

As the missing arterial link, the Citracado Parkway Extension will serve as a direct connector to the new Palomar Pomerado Hospital, North San Diego's regional trauma center. Completing this project will improve safety and livability for residents by significantly reducing travel times for the injured and response times for emergency vehicles.

The Citracado project stretches through dense commercial and industrial uses 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 road will result in major traffic congestion relief for commuters and improve commerce transportation along these truck-hauling routes. Idling time will be reduced, thereby reducing air pollution emissions. Additionally, improved trucking and commercial access translates to improved economic competitiveness for the region. The project will also directly benefit 1,100 acres of new employment centers surrounding the road.

As part of the project, the City will develop biorenewable areas throughout, which will

improve both water quality and environmental sustainability.

I appreciate your consideration of the City of Escondido's TIGER application. Federal investment in our transportation system is vital for our nation and the specific investment in this region will yield many benefits from economic growth to commuter access, environmental sustainability to life-saving access to healthcare.

Sincerely,

A handwritten signature in blue ink, appearing to read "Duncan Hunter", is written over the typed name and title.

Duncan Hunter
Member of Congress

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0075
(916) 319-2075
FAX (916) 319-2175

DISTRICT OFFICE
350 W. 5TH AVENUE, SUITE 110
ESCONDIDO, CA 92025
(760) 480-7570
FAX (760) 480-7516

E-MAIL
Assemblymember.Waldron@assembly.ca.gov

Assembly California Legislature



MARIE WALDRON
REPUBLICAN FLOOR LEADER
ASSEMBLYMEMBER, SEVENTY-FIFTH DISTRICT

COMMITTEES
VICE CHAIR: PUBLIC EMPLOYEES,
RETIREMENT AND SOCIAL SECURITY
GOVERNMENTAL ORGANIZATION
LOCAL GOVERNMENT
HEALTH
RULES

April 25, 2016

The Honorable Anthony Foxx
Office of the Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Support for City of Escondido's TIGER application; Submission – Citracado Parkway Extension Project

Dear Secretary Foxx:

I would like to express my support for the City of Escondido's TIGER application for the Citracado Parkway Extension. The Citracado project stretches through dense commercial and industrial uses 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.

Civic leaders and planning agencies in my district have worked cooperatively to improve safety, provide congestion relief and support healthcare access, committing considerable effort to make enhancements to Citracado Parkway a reality.

The requested Federal support of \$12,500,000 for construction is crucial in delivering a regionally significant transportation link that will provide critical safety features for commuter traffic and improved mobility for residents, commerce, and first responders who access Palomar Pomerado Hospital by way of Citracado Parkway.

As an important arterial link, the Citracado Parkway Extension Project will close a gap between rural San Diego County and the urban City of Escondido and will directly benefit 1,100 acres of new employment centers. I support the project along with SANDAG, commuters and numerous businesses. Thank you for giving strong consideration to the merits of the Citracado Parkway Extension Project for TIGER funding.

Sincerely,

A handwritten signature in blue ink that reads "Marie Waldron".

Marie Waldron
Assemblymember, 75th District

Senate
California Legislature

JOEL ANDERSON
SENATOR

THIRTY-EIGHTH SENATE DISTRICT



April 18, 2016

The Honorable Anthony Foxx
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington D.C. 20590

Dear Secretary Foxx,

It is my pleasure to write this letter of support for the City of Escondido's application for TIGER grant funding to build the Citracado Parkway Extension. This project would provide considerable relief to the I-15/SR-78 interchange which is heavily congested during peak hour periods. It will also provide traffic 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. As the Senator from California's 38th Senate district, I am proud to represent North San Diego County including the great city of Escondido.

Significantly, the Citracado Parkway Extension project connects people to job centers that could revitalize economically distressed neighborhoods and create pathways to careers for my constituents in manufacturing, health care and research.

Federal funding of this project is an investment in the region's connectivity and economic development and I thank you for giving this project your full consideration. Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joel Anderson".

Joel Anderson
Senator, District 38

SAN MARCOS DISTRICT OFFICE
1 CIVIC CENTER DRIVE, SUITE 320
SAN MARCOS, CA 92069
TEL (760) 510-2017
FAX (760) 510-2695

CAPITOL OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4038
FAX (916) 651-4938

EL CAJON DISTRICT OFFICE
500 FESLER STREET, SUITE 201
EL CAJON, CA 92020
TEL (619) 596-3136
FAX (619) 596-3140

SENATOR.ANDERSON@SENATE.CA.GOV
SENATE.CA.GOV/ANDERSON

CAPITOL OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4036
FAX (916) 651-4936

DISTRICT OFFICES
24031 EL TORO ROAD
SUITE 201A
LAGUNA HILLS, CA 92653
TEL (949) 598-5850
FAX (949) 598-5855

169 SAXONY DRIVE
SUITE 103
ENCINITAS, CA 92024
TEL (760) 642-0809
FAX (760) 642-0814

SENATOR.BATES@SENATE.CA.GOV
WWW.SENATE.CA.GOV/BATES

California State Senate

SENATOR
PATRICIA C. BATES
THIRTY-SIXTH SENATE DISTRICT



COMMITTEES
APPROPRIATIONS
VICE CHAIR
BUSINESS, PROFESSIONS AND
ECONOMIC DEVELOPMENT
VICE CHAIR
ENVIRONMENTAL QUALITY
TRANSPORTATION
AND HOUSING
JOINT LEGISLATIVE BUDGET
JOINT LEGISLATIVE COMMITTEE
ON EMERGENCY MANAGEMENT
LEGISLATIVE ETHICS

April 28, 2016

The Honorable Anthony Foxx
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington D.C. 20590

RE: TIGER Grant and the Citracado Parkway Extension Project

Dear Secretary Foxx:

The Citracado Parkway Extension Project is a vital regional project that connects North San Diego County to the rest of the region—west to the coast, south to San Diego and north to Temecula. It will provide substantial relief to the heavily congested I-15/SR-78 interchange as well as to several arterial roadways in southwest Escondido.

The four lane road along with its sidewalks and bike lane, will serve as a major southern access to homes, shopping centers, major job centers for manufacturing, health care and research and now the newly built regional trauma center, Palomar Pomorado Hospital. Additionally, this last link will connect to existing and future bike lanes and trails, rail and bus services. I, along with the rest of the region, support this project for the vast value it provides to the region's citizens and commerce.

Federal funding in this project is a tangible investment in the region's connectivity and economic development. I strongly urge your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Patricia C. Bates".

PATRICIA C. BATES
Senator, 36th District



DAVE ROBERTS

SUPERVISOR, THIRD DISTRICT
SAN DIEGO COUNTY BOARD OF SUPERVISORS

*Serving the
communities
of ...*

4S Ranch

Cardiff-by-the-Sea

*Carmel
Mountain*

Carmel Valley

Del Dios

Del Mar

Del Mar Heights

Del Mar Mesa

Encinitas

Escondido

Leucadia

Mira Mesa

Olivenhain

*Rancho
Bernardo*

*Rancho
Peñasquitos*

Sabre Springs

San Pasqual

Scripps Ranch

Solana Beach

Tierrasanta

Torrey Hills

Torrey Pines

University City

April 21, 2016

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

Dear Secretary Foxx:

I am pleased to express my support for the City of Escondido's application for TIGER Discretionary Grant Program funding for construction of the Citracado Parkway Extension. This \$30 million project will bridge a critical half-mile gap in the San Diego Regional Arterial Road System, representing the last link of a decades-long effort to provide an alternative to the heavily trafficked Interstate 15 and State Route 78 interchange. The project links urban Escondido and rural County residents and connects citizens to a new major regional hospital as well as technology, research, manufacturing, retail and healthcare job centers.

Not often do we see transportation projects that directly benefit such a wide array of citizens through traffic relief, environmental sustainability, healthcare access, economic development. Straddling a rural segment of San Diego County and the City of Escondido, the Citracado Extension creates ladders of opportunity by connecting residents to new and existing job centers, as well as the new North San Diego County regional trauma center and Palomar Pomorodo Hospital.

The project will advance safety and medical treatment for thousands of people by directly connecting surrounding communities to the new hospital, and allowing for faster emergency vehicle response times. This area of northern San Diego County is home to both urban and rural residents of varying income levels. These communities range from mobile homes to a new mixed-use development comprising 742 households. Completion of the Citracado Parkway Extension will help to grow our regional economy by supporting new high-wage jobs at the Escondido Research and Technology Center.

The project will also contribute to regional environmental sustainability goals by reducing air pollution emissions and the development of bio-retention areas to

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improve water quality. Thank you for your consideration of this application and I strongly urge your investment of TIGER funds in the City of Escondido's Citracado Parkway Extension.

Sincerely,



DAVE ROBERTS
Supervisor, Third District
San Diego County Board of Supervisors

ADMINISTRATION



April 22, 2016

The Honorable Anthony Foxx
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

This letter is to express our support for the City of Escondido's TIGER Grant application for \$12.5 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 \$13 million toward 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.

Palomar Medical Center, 11-story tertiary trauma center on Citracado Parkway is the centerpiece of our healthcare system. The 56-acre campus, opened in August 2012, continues to expand in phases, 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 Palomar Medical Center via 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 several minutes per trip – critical time 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,



Robert A. Hemker
President and CEO
Palomar Health

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

April 28, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The California Department of Transportation (Caltrans) supports the city of Escondido's (City) application to the United States Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER 2016) competitive grant program, for the Citracado Parkway Extension Project (Project).

The Project will provide considerable relief to the Interstate 15/State Route 78 Interchange, which is heavily congested during peak hour periods, as well as provide relief to several arterial roadways, and intercept traffic from coastal San Diego County. Improvements will provide additional facilities to reduce commute times for Escondido residents and north San Diego/south Riverside commuters. The Project improves safety by opening a new southerly access to a regional trauma center, which serves a regional population of 500,000. Better access results in shorter emergency response times, and improved patient mortality. Additionally, improved trucking and commercial access will strengthen the region's economic competitiveness, and benefit 1,100 acres of employment centers in the area.

TIGER 2016 funds requested in the amount of \$12,500,000 will support the City to support the county of San Diego's economic development strategies and contributes to job creation. Through a compelling Public-Private-Partnership, Palomar Medical Center has contributed approximately 45 percent of the funding for the Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director



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

April 1, 2016

The Honorable Anthony Foxx
 Office of the Secretary of Transportation
 United States Department of Transportation
 1200 New Jersey Ave, SE
 Washington, D.C. 20590

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- Mexico

Subject: Support for City of Escondido Transportation Investments Generating Economic Recovery Discretionary (TIGER) Discretionary Grant Application: Citracado Parkway Extension Project

Dear Secretary Foxx:

On behalf of the San Diego Association of Governments (SANDAG), I am writing to express my support for the City of Escondido's TIGER Discretionary Grant application to complete planning activities and construct the Citracado Parkway Extension project. This 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 quality of life 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 Diego Forward: The Regional Transportation Plan and in the 2014 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.

Thank you for your consideration of this important proposal.

Sincerely,


 GARY L. GALLEGOS
 Executive Director



STONE
BREWING CO.

4/18/16

The Honorable Anthony Foxx
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

This letter is to express our support for the City of Escondido's TIGER Grant applications to fund planning and construction work related to the Citracado Parkway Extension. We believe very strongly that this project will have a significant impact on sustainability and quality of life 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 42 states, Europe and Asia. Our corporate philosophy focuses on environmental sustainability and we appreciate sustainable development and practices. 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 600 in the area, and has local expansion plans. Stone has been on Inc. 500 | 5000 fastest-growing private companies for 11 years. 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, 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.



**2015-2016
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Synergy Escondido

The Honorable Anthony Foxx
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx,

April 26, 2016

We wish to express our support for the City of Escondido's TIGER Grant application for \$12.5 million to fund construction work related to the Citracado Parkway Extension. This project is important to the infrastructure of our city as it will have an immediate impact on the City's ability to create new employment opportunity lands.

The Escondido Chamber of Commerce strives to build a stronger local economy and community, supporting sustainability, business retention, growth and development. We focus on the local and regional 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, relieving congestion and improving safety and livability.

The work that will be completed with TIGER grant funds will allow our community to put the Escondido Research and Technology Center Specific Plan into action, thus completing this vital corridor. The fund investment will have a lasting impact through the creation of new land for economic development and the completion of our transportation network.

Therefore, we urge your approval of the City of Escondido, TIGER Grant application, requesting funding to complete the construction of the Citracado Parkway Extension.

Sincerely,

Rorie Johnston
President and CEO



Casa de Amigos
MOBILE HOME ESTATES
A Community for Older Persons
1751 WEST CITRACADO PARKWAY • ESCONDIDO, CA 92029
(760) 746-3971

April 20, 2016

The Honorable Anthony Foxx
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

This letter is to express our support for the City of Escondido's TIGER Grant applications to fund planning and construction work related to the Citracado Parkway Extension. We believe very strongly that this project will have a significant impact on quality of life in our city.

Casa De Amigos Mobile Home Park is a 138-space senior park two blocks from the Citracado Parkway gap. When the first section of the gap was built to accommodate the Harmony Grove Village development, traffic patterns in the area were altered and traffic has increased. This has made it more difficult for residents to leave the park. The proposed project will include a traffic signal at the entrance to the park, making traffic easier to navigate. Complete sidewalks will make getting to the bus easier. Additionally, this will improve access to Palomar Medical Center and medical services.

We encourage your approval of the Citracado Parkway Extension grant in order to improve the lives of Escondido and Casa De Amigos' residents.

Sincerely,

Paul Williams
Park Manager
Casa de Amigos, MHE
760-746-3971
casadeamigosesc@gmail.com



Green Tree Mobile Estates

The Honorable Anthony Foxx
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

This letter is to express our support for the City of Escondido's TIGER Grant applications to fund planning and construction of work related to the Citracado Parkway Extension. We believe very strongly that this project will have a significant impact on quality of life for our residents and the people in our city.

Green Tree Mobile Estates is a 104-space family mobile home park approximately ½ mile from the Citracado Parkway gap. Currently, trucks use South Hale as a bypass around Citracado Parkway causing a substantial safety and environmental impact on our neighborhood; completing the road will separate local traffic from commercial traffic. Additionally, this will create a more direct route to Palomar Medical Center and the Escondido Research & Technology Center, improving access to health care, jobs, and services.

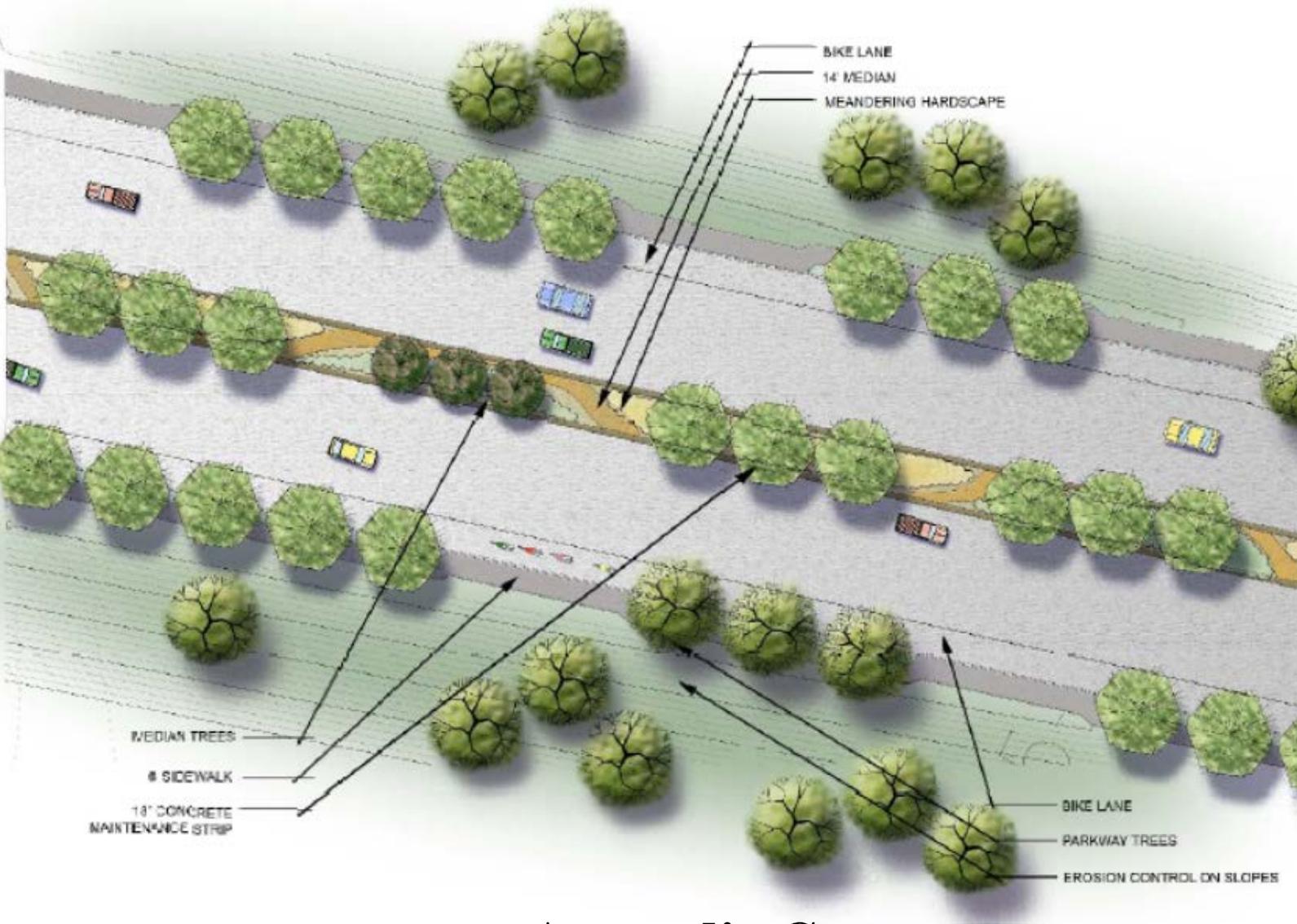
We believe that the work that will be completed with these grant funds will improve the lives of Escondido and Green Tree residents and will make it a more attractive place to live and work. Therefore, we urge your endorsement of the City of Escondido's TIGER grant application for funding to complete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

Sincerely,

Theresa Turner

Resident Manager

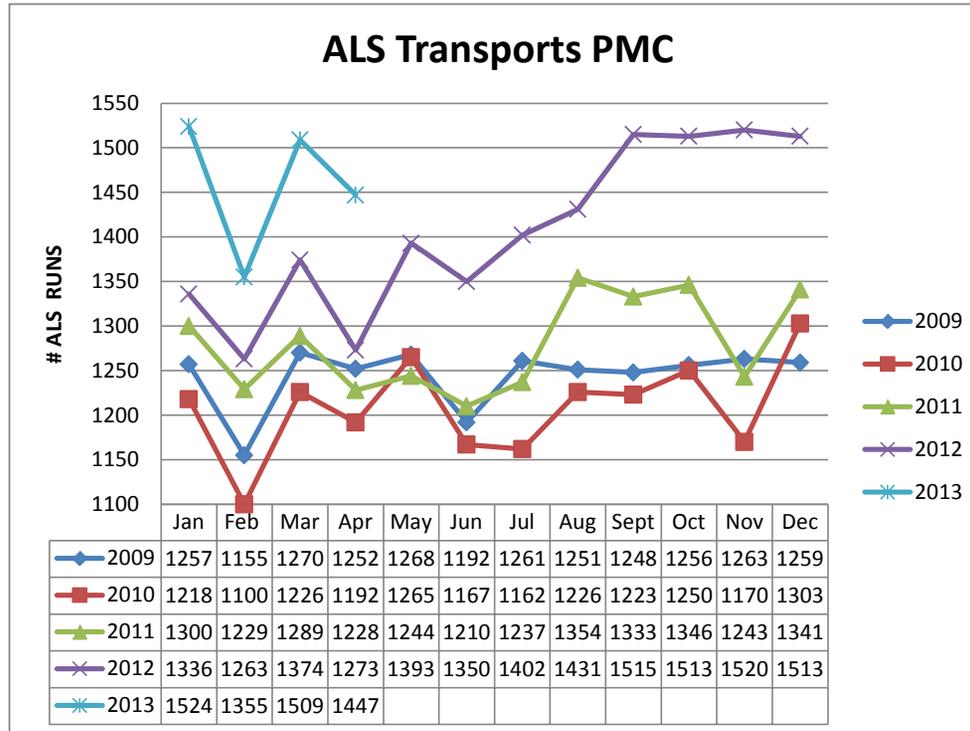
Citracado Parkway Extension Project



Appendix C Calculations

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



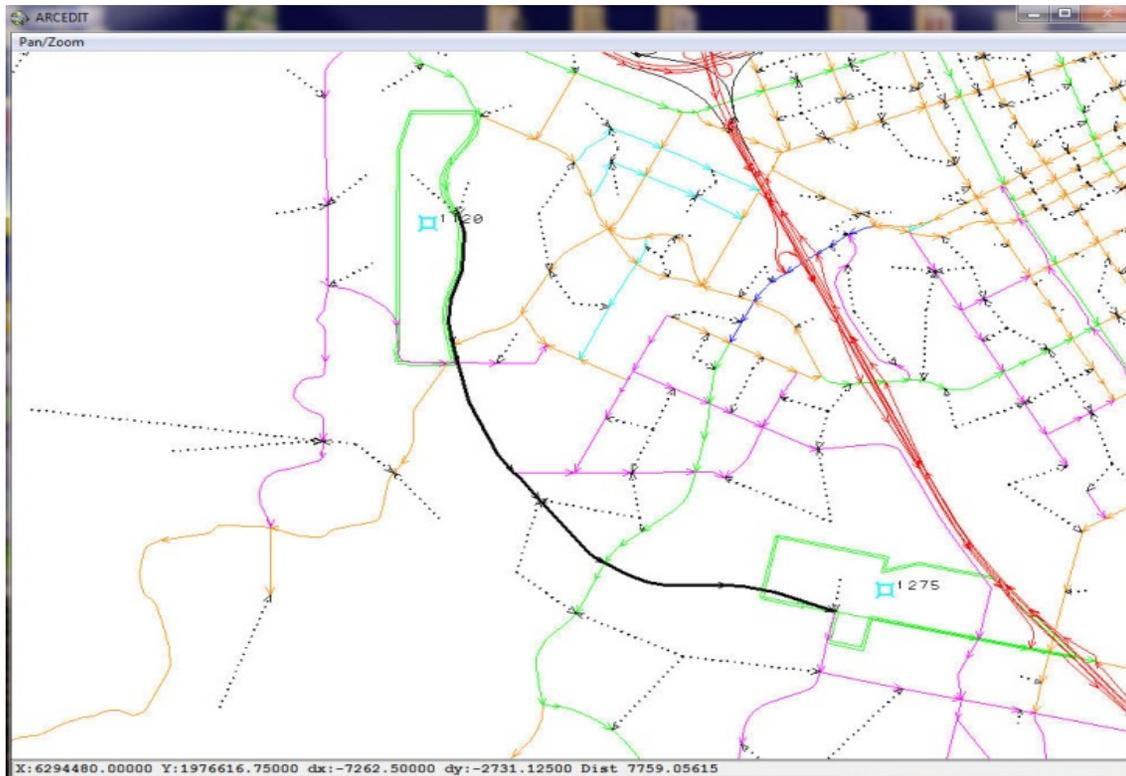
PREVIOUS Years

	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





DP03

SELECTED ECONOMIC CHARACTERISTICS

2010-2014 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	United States		California		Escondido city, California	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
INDUSTRY						
Civilian employed population 16 years and over	143,435,233	143,435,233	16,890,442	16,890,442	63,693	63,693
Agriculture, forestry, fishing and hunting, and mining	2,807,292	2.0%	401,363	2.4%	2,260	3.5%
Construction	8,843,718	6.2%	999,219	5.9%	5,309	8.3%
Manufacturing	14,955,235	10.4%	1,668,032	9.9%	6,969	10.9%
Wholesale trade	3,937,598	2.7%	528,990	3.1%	1,799	2.8%
Retail trade	16,598,718	11.6%	1,880,507	11.1%	7,610	11.9%
Transportation and warehousing, and utilities	7,066,666	4.9%	779,577	4.6%	1,878	2.9%
Information	3,064,078	2.1%	483,148	2.9%	816	1.3%
Finance and insurance, and real estate and rental and leasing	9,467,555	6.6%	1,065,252	6.3%	3,505	5.5%
Professional, scientific, and management, and administrative and waste management services	15,618,627	10.9%	2,147,333	12.7%	9,186	14.4%
Educational services, and health care and social assistance	33,297,237	23.2%	3,549,066	21.0%	11,435	18.0%
Arts, entertainment, and recreation, and accommodation and food services	13,610,162	9.5%	1,697,096	10.0%	6,907	10.8%
Other services, except public administration	7,112,579	5.0%	910,936	5.4%	4,213	6.6%
Public administration	7,055,768	4.9%	779,923	4.6%	1,806	2.8%
INCOME AND BENEFITS (IN 2014 INFLATION-ADJUSTED DOLLARS)						
Total households	116,211,092	116,211,092	12,617,280	12,617,280	44,798	44,798
Less than \$10,000	8,395,338	7.2%	732,367	5.8%	3,713	8.3%
\$10,000 to \$14,999	6,189,386	5.3%	645,041	5.1%	1,939	4.3%

Subject	United States		California		Escondido city, California	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
\$15,000 to \$24,999	12,402,928	10.7%	1,202,447	9.5%	4,815	10.7%
\$25,000 to \$34,999	11,870,709	10.2%	1,138,708	9.0%	6,004	13.4%
\$35,000 to \$49,999	15,681,133	13.5%	1,531,281	12.1%	6,194	13.8%
\$50,000 to \$74,999	20,719,319	17.8%	2,111,201	16.7%	7,933	17.7%
\$75,000 to \$99,999	14,125,429	12.2%	1,544,981	12.2%	5,084	11.3%
\$100,000 to \$149,999	15,123,755	13.0%	1,881,400	14.9%	5,236	11.7%
\$150,000 to \$199,999	5,857,717	5.0%	870,522	6.9%	2,219	5.0%
\$200,000 or more	5,845,378	5.0%	959,332	7.6%	1,661	3.7%
Median household income (dollars)	53,482	(X)	61,489	(X)	49,409	(X)
Mean household income (dollars)	74,596	(X)	86,704	(X)	67,025	(X)
Per capita income (dollars)	28,555	(X)	29,906	(X)	21,684	(X)
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL						
All people	(X)	15.6%	(X)	16.4%	(X)	19.8%
Under 18 years	(X)	21.9%	(X)	22.7%	(X)	24.7%
18 years and over	(X)	13.6%	(X)	14.4%	(X)	18.0%
18 to 64 years	(X)	14.6%	(X)	15.1%	(X)	19.2%
65 years and over	(X)	9.4%	(X)	10.2%	(X)	10.4%

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2010.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2010-2014 tables, industry data in the multiyear files (2010-2014) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

Logical coverage edits applying a rules-based assignment of Medicaid, Medicare and military health coverage were added as of 2009 -- please see http://www.census.gov/hhes/www/hlthins/publications/coverage_edits_final.pdf for more details. The corresponding 2008 data table in American FactFinder does not incorporate these edits and is therefore not comparable to this table in 2009, 2010, 2011, or 2012. Select geographies of 2008 data comparable to the 2009, 2010, 2011, and 2012 tables are accessible at <http://www.census.gov/hhes/www/hlthins/data/acs/2008/re-run.html>.

The health insurance coverage category names were modified in 2010. See ACS Health Insurance Definitions for a list of the insurance type definitions.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences

in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

**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**

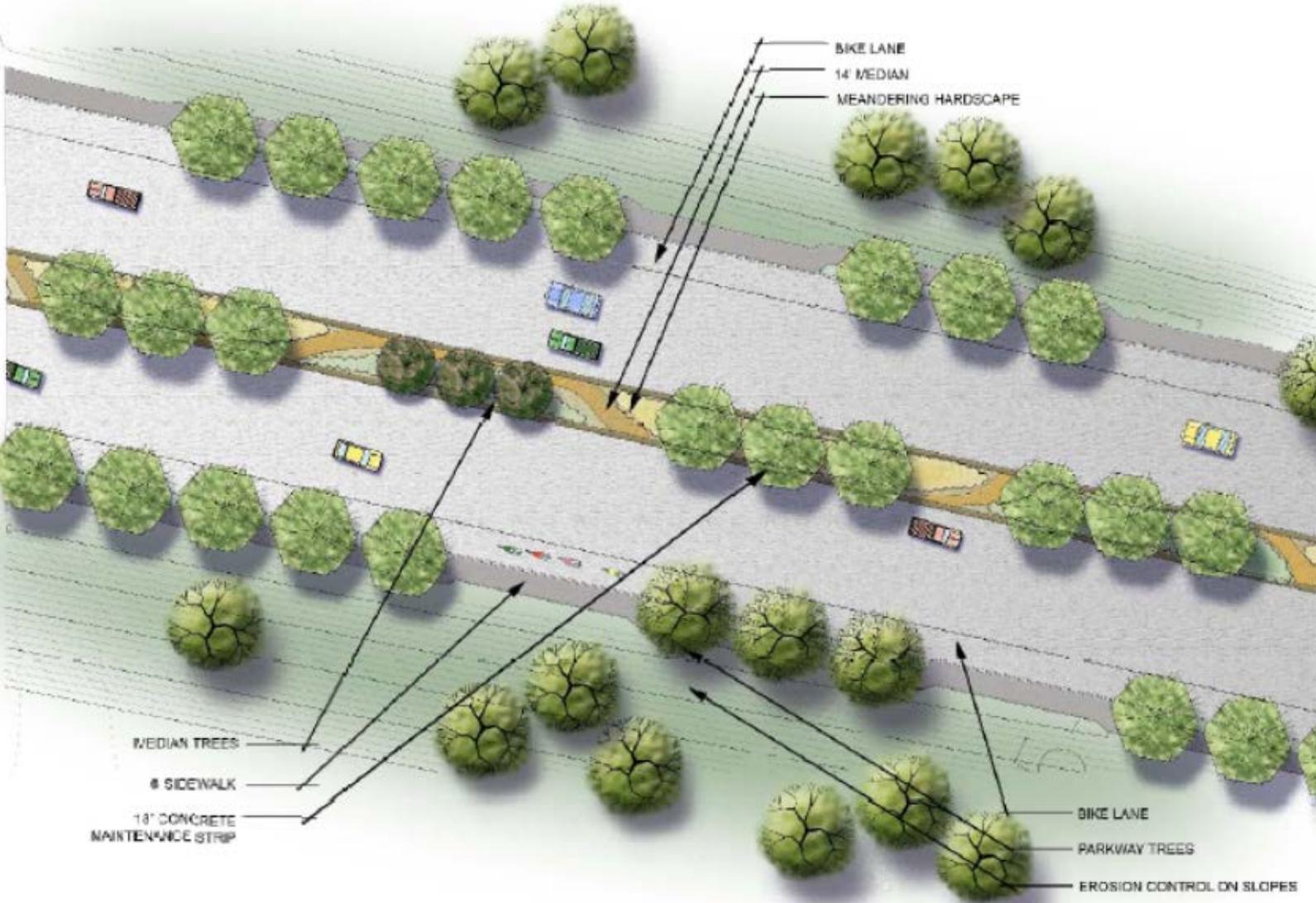
Census Tract	Population	Per Capita Income (\$)	Unemployment Rate (%)	Per Capita Income Tract / U.S.	Unemployment Rate (%) Tract - U.S.
201.03*	10,330	35,996	8	132%	0.1
201.05*	2,946	28,138	4.4	103%	-3.5
201.06*	3,463	22,667	7	83%	-0.9
201.07*	3,716	29,308	4.4	107%	-3.5
201.08	5,509	15,692	9.4	57%	1.5
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
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

619.610.7600 tel
619.610.7601 fax

April 26, 2016

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

Subject: NEPA Support for the Citracado Parkway Extension

Dear Ms. Procopio:

We are pleased to support the City of Escondido's Citracado Parkway Extension project. The City certified a Final Environmental Impact Report for the project in February, 2012. We are committed to completing the National Environmental Policy Act (NEPA) process by December, 2018.

The AECOM NEPA team includes our most experienced environmental documentation practitioners, all of whom have extensive experience with transportation infrastructure projects. The team includes staff with many years of experience delivering some of southern California's most complex highway projects on accelerated schedules. We are extremely familiar with the NEPA, Section 4(f), and related environmental processes and procedures environmental processes and procedures of Caltrans and the Federal Highway Administration (FHWA). We have built a relationship of trust and respect with the staff at these agencies.

Thank you for your consideration of the Citracado Parkway Extension. We look forward to assisting in the implementation of this vital transportation project for the City of Escondido.

Sincerely,

William Graham
Principal

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Bill Graham, MCP	Principal-in-Charge	32	14

15. FIRM NAME AND LOCATION *(City and State)*
AECOM, San Diego, California

16. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i>	17. CURRENT PROFESSIONAL REGISTRATION <i>(STATE AND DISCIPLINE)</i>
MCP, Urban and Regional Planning BA, Anthropology	N/A

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Graham's experience ranges from municipal planning and permit review, to management of large-scale environmental studies, to expert witness testimony concerning the application of federal environmental regulations. His broad geographic base has led to a thorough understanding of the application of CEQA and NEPA in a wide variety of contexts. Mr. Graham has extensive experience in the conduct of environmental documentation processes, pursuant to FHWA guidelines, for large-scale transportation infrastructure projects. Gained in this experience is a profound understanding of the Project Approval/Project Development process, as well as the application of state and federal environmental regulations to these projects. He is experienced with strategies to assure regulatory compliance while achieving project objectives. Much of his experience in the environmental review of transportation projects has been accomplished via On-Call contracting vehicles. His experience includes oversight of several On-Call contracts with the County of San Diego. He is adept at working with his counterparts at client agencies to quickly formulate scopes of services and budgets for task orders and in their administration after their execution.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED	
State Route 76 Corridor, San Diego County, CA	PROFESSIONAL SERVICES	CONSTRUCTION <i>(If applicable)</i>
	2011	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE Check if project performed with current firm

a. Mr. Graham oversaw multiple task orders, issues under On-Call contracts with both Caltrans and SANDAG, for wide-ranging environmental services along the SR 76 Corridor, within the San Luis Rey River Valley, in northern San Diego County. For the SR 76 Middle Segment project, AECOM provided a variety of studies and analyses in support of a Caltrans-prepared EIR/EIS. Biological studies included a formal jurisdictional delineation of federal and state jurisdictional waters. AECOM biologists assisted in the evaluation of potential advanced mitigation sites along the corridor. A Community Impact Assessment and Air Quality Analysis were also completed for the project. In support of a Natural Environment Study and a Biological Assessment, AECOM completed two years of focused rare plant and wildlife surveys. AECOM staff under Mr. Graham's direction assisted Caltrans staff in the preparation of the final EIR/EIS. Mr. Graham was involved in the Project Approval/Project Development process for the eastern segment of SR 76 from its inception. He managed preparation of the Preliminary Environmental Analysis Report, which provided an early evaluation of alignment alternatives and environmental constraints, and also outlined required studies and documentation to advance the project. Beginning in March 2008, AECOM began preparation of an EIS/EIR document for the eastern segment of the highway. The EIS/EIR documented two build alternative alignments and the no-build alternative. Mr. Graham participated in NEPA/404 Integration Process meetings with various federal and state regulatory agencies. His staff assisted District 11 staff in the organization of a public involvement program (including Public and Agency Scoping and a Public Hearing on the Draft EIS/EIR document), Native American consultation, coordination for rights-of-entry for parcels, and development of several technical reports, including Air Quality and Noise studies, a CIA, a Draft Relocation Impact Study a Visual Impact Assessment, a Section 4(f) evaluation, as well as the entire range of biological and cultural resource studies.

(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED	
I-5 North Coast Corridor Project, San Diego County, CA	PROFESSIONAL SERVICES	CONSTRUCTION <i>(If applicable)</i>
	2009	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE Check if project performed with current firm

b. AECOM's initial involvement in the preparation of environmental documentation for the I-5 North Coast Corridor Project came with the firm's selection by the City of Encinitas to prepare a Local Assistance document for the I-5/Manchester Avenue interchange. AECOM prepared all technical studies as well as an EA/EIR for the I-5/Manchester Avenue improvements. Project involved improvement of the interchange from its current hook ramp configuration to a partial cloverleaf. It also involved widening and lengthening of the I-5 bridge across San Elijo Lagoon. Technical studies included a Noise Report, Noise Abatement Decision Report, Air Quality Analysis, VIA, NES, and a Historic Properties Survey Report. A Wetland Study and various listed species surveys were performed in San Elijo Lagoon. Mr. Graham managed AECOM's extensive work in support of EIR/EIS preparation for the I-5 NCCP under On-Call Task Orders issued by Caltrans and SANDAG. AECOM staff under Mr. Graham's direction participated in the Project Development Team for four years as studies were being prepared in support of a staff-prepared EIR/EIS. Major tasks undertaken included a CIA, a DRIS, an Air Quality Analysis, a Section 4(f) Analysis, and a study of traffic operational noise impacts to sensitive wildlife species in coastal lagoons. In addition, AECOM prepared the Cumulative Impact analysis and the CEQA Evaluation for the draft document.

Unknown

From: Julie Procopio
Sent: Thursday, March 31, 2016 10:32 AM
To: Hovey, Kevin@DOT
Cc: Karen Youel
Subject: Re: Citracado Parkway - NEPA Schedule for TIGER

Kevin,

Thank you so much for your comments. I will revise the schedule accordingly. I am also hearing that DOT expects to announce earlier this year, so we will be able to start the process earlier.

I will send you a revised schedule next week.

Thank you, again, for your help!

Julie

Sent from my iPhone

On Mar 30, 2016, at 9:31 AM, Hovey, Kevin@DOT <kevin.hovey@dot.ca.gov> wrote:

Julie:

I looked over the proposed schedule and I quickly read the Final EIR. This will be a challenge but my staff and I are up to it. Below are some thoughts for you to consider.

The PES should not take much time, AECOM should be able to complete that by September 16, which corresponds to the project being selected.

AECOM should start working on the NEPA studies in September 16. According to the proposed schedule, having all those completed by the proposed April 17 is very, very aggressive. For example, the bio surveys probably need to be updated before the appropriate reports could be authored; an individual 4(f) will be required; a MOA with SHPO, us (FHWA), and the tribes to resolve the project's adverse effects will be necessary, and the noise study will need to be updated to reflect FHWA protocol and then a NADR will need to be produced. This in addition to all of the other reports that would need to be updated to meet federal standards. Honestly, I would plan on using the float year you note below to expand the current 8-month NEPA report writing period (Sept 16 – April 17) into 20-months, which leads to a "circulate EA" milestone of April 18. However, this is predicated upon AECOM authoring the EA as the studies progress, rather than waiting for studies to conclude and then writing the EA. If they pursue the latter, the "circulate EA" date would be September 18.

In sum, we will need the float year, no doubt. Can you work backwards from that date and revise the schedule accordingly?

As an aside, I would also ensure the project is properly and consistently described in the RTP and RTIP (cost, scope, schedule).

Also, please consider revisiting SANDAG comments F-6 and F-7 on the FEIR when this project becomes federalized.

KH

From: Julie Procopio [<mailto:jprocopio@escondido.org>]
Sent: Tuesday, March 29, 2016 6:07 PM
To: Hovey, Kevin@DOT
Cc: Karen Youel
Subject: Citracado Parkway - NEPA Schedule for TIGER

Kevin,

I hope that you are doing well. I wanted to reach out to you and let you know that the City of Escondido is again applying for a TIGER grant for the Citracado Parkway Extension project. You might recall our discussions each of the last two years when we applied for funding.

If selected for TIGER funding, this project would need NEPA review. CEQA review was already conducted by AECOM with the City as the lead agency. The EIR was certified back in 2013.

If selected, the City would contract with AECOM (Bill Graham) to complete the draft EA and coordinate with Caltrans staff for review and approval.

Here is a link to the project EIR and 2015 TIGER grant application in case you don't remember this project (I know that you have plenty of projects moving through District 11).

<https://www.escondido.org/citracado-parkway-extension-project.aspx>

I was hoping that you might be willing to take a look at our proposed schedule for NEPA review (attached) and provide some input. DOT has provided an extra year to obligate funds – so we have a year of “float” as compared to the old schedule which was admittedly aggressive. I would like to refine the schedule so that you are comfortable with supporting it as achievable. I would greatly appreciate your feedback on the proposed schedule.

Thank you,

Julie Procopio, PE
Assistant Public Works Director
City of Escondido
(760) 839-4001

Citracado Parkway Extension Project

Draft Project Schedule for TIGER Funding: April 8, 2016

Task	Duration (months)	Start	Finish
Design	18	In progress	December 2016
TIGER Grant Application & Selection	6	April 2016	September 2016
Submit PES Form to Local Assistance & Complete Field Review Form	1	September 2016	September 2016
Format, Supplement, Revise and Prepare Technical Studies based on EIR previously completed for CEQA	8	October 2016	May 2017
Prepare Draft EA (overlaps with item above)	8	October 2016	May 2017
Caltrans Local Assistance Review of Draft EA & Technical Studies and Revisions	14	June 2017	June 2018
Circulate Draft EA	2	September 2018	October 2018
Revise EA/Respond to Comments	3	September 2018	November 2018
Final EA/FONSI			December 2018
Temporary Construction Easements (if needed)	6	January 2019	May 2019
Resource Agency Permitting (permit applications have already been submitted)	6	December 2018	May 2019
Deadline to Obligate Federal Funds		June 30, 2019	September 30, 2019
Bid and Award	3	October 2019	December 2019
Construction	18	January 2020	June 2021

Project Schedule revised based on input provided by:

Bill Graham, AECOM, EA Preparer

Kevin Hovey, Environmental Branch Chief, Caltrans - District 11



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.

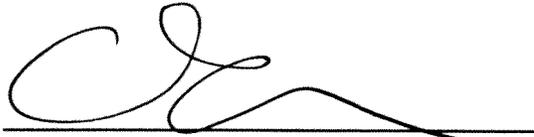
NOW, THEREFORE, the Parties hereby affirm as follows:

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: 

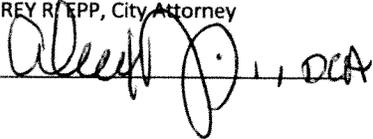
PACIFIC HARMONY GROVE DEVELOPMENT, LLC

Date: 10/23/2012

By: 
Its: _____

APPROVED AS TO FORM:

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

By: , OCA



Joan E. Ryan
Assistant Director of Finance
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4338 Fax: 760-746-0612

April 25, 2016

The Honorable Anthony Foxx
Office of the Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Available funds as a match for the Citracado Parkway Extension Project

Dear Secretary Foxx:

The purpose of this letter is to document the available funds as a match for the Citracado Parkway Extension Project.

In fiscal year 2007, the Palomar Pomerado Hospital District (now Palomar Health) deposited \$13.0 million in an escrow account with the City of Escondido to fund the roadway extension of Citracado Parkway. Funds have been spent for the predevelopment and planning phases; additional local Palomar Funds will be used to complete the planning phase. The City is retaining \$8,000,000 for the construction phase of the project. Additionally, the City has reserved \$2,443,000 in Transnet funds (a sales tax for local transportation projects that was first approved by San Diego County voters in 1988) and Traffic Impact funds to fund this project.

If you have any questions, please contact Karen Youel by phone at 760-839-4518, or email her at kyouel@escondido.org.

Sincerely,

A handwritten signature in blue ink that reads "Edid Molina".

Edid Molina
Finance Manager
City of Escondido
760-839-4580

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Esccondido, City of
MPO ID: ESC04

RTIP #:14-05

Project Title: Citracado Parkway II RAS (TA 4-67)
 Project Description: Citracado Parkway from West Valley to Harmony Grove - widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek TransNet - LSI: CR
 Change Reason: Reduce funding
 Capacity Status:CI Exempt Category:Non-Exempt
 Est Total Cost: **\$21,794** Open to Traffic: Dec 2019

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$581	\$581							\$581	
TransNet - LSI	\$145					\$13	\$132			\$145
TransNet - LSI (Cash)	\$988	\$988								\$988
TransNet - LSI Carry Over	\$1,700		\$1,700							\$1,700
HUD	\$908	\$908						\$908		
Local Funds	\$17,472	\$16,025				\$734	\$713	\$839	\$1,000	\$15,633
TOTAL	\$21,794	\$18,502	\$1,700			\$747	\$845	\$1,747	\$1,581	\$18,466

PROJECT LAST AMENDED 14-00

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$581	\$581							\$581	
TransNet - LSI	\$376			\$12	\$91	\$90	\$183			\$376
TransNet - LSI (Cash)	\$988	\$988								\$988
TransNet - LSI Carry Over	\$1,700		\$1,700							\$1,700
HUD	\$908	\$908						\$908		
Local Funds	\$17,855	\$16,025				\$929	\$902	\$839	\$1,000	\$16,016
TOTAL	\$22,408	\$18,502	\$1,700	\$12	\$91	\$1,019	\$1,085	\$1,747	\$1,581	\$19,080

MPO ID: ESC08

RTIP #:14-05

Project Title: Felicita Ave/Juniper Street TransNet - LSI: CR
 Project Description: From Escondido Boulevard to Juniper Street and from Juniper Street to Chestnut Street - widen from 2 to 4 lanes with left turn pockets, raised medians on Felicita; new traffic signals at Juniper and Chestnut, Juniper and 13th Ave., modifications to installed signal at Juniper and 15th, modify traffic signal at Juniper and Felicita
 Change Reason: Carry over from 12-30
 Capacity Status:CI Exempt Category:Non-Exempt
 Est Total Cost: **\$3,665** Open to Traffic: May 2020

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$115	\$115								\$115
TransNet - LSI	\$50			\$50				\$50		
Local Funds	\$3,500	\$3,500								\$3,500
TOTAL	\$3,665	\$3,615		\$50				\$50	\$3,615	

PROJECT LAST AMENDED 12-30

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$330	\$330								\$330
Local Funds	\$3,500	\$3,500								\$3,500
TOTAL	\$3,830	\$3,830								\$3,830

Fund Source 6 of 7
 Fund Category:
 Local Funds

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PE									
RW	581								581
CON	987	1,699			13	131			2,830
Total:	1,568	1,699			13	131			3,411

Fund Type:
 TRANSNET

PE
 RW
 CON

Funding Agency:

Total:

Fund Source 7 of 7
 Fund Category:
 Local Funds

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PE									
RW									
CON	1,795								1,795
Total:	1,795								1,795

Fund Type:
 City Funds

PE
 RW
 CON

Funding Agency:

Total:

Project Total:

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PE	1,746								1,746
RW	1,581								1,581
CON	15,173	1,699			746	843			18,461
Total:	18,500	1,699			746	843			21,788

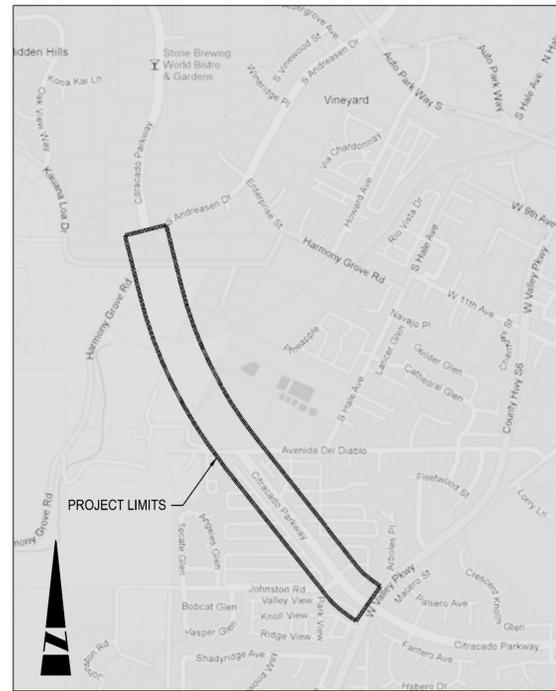
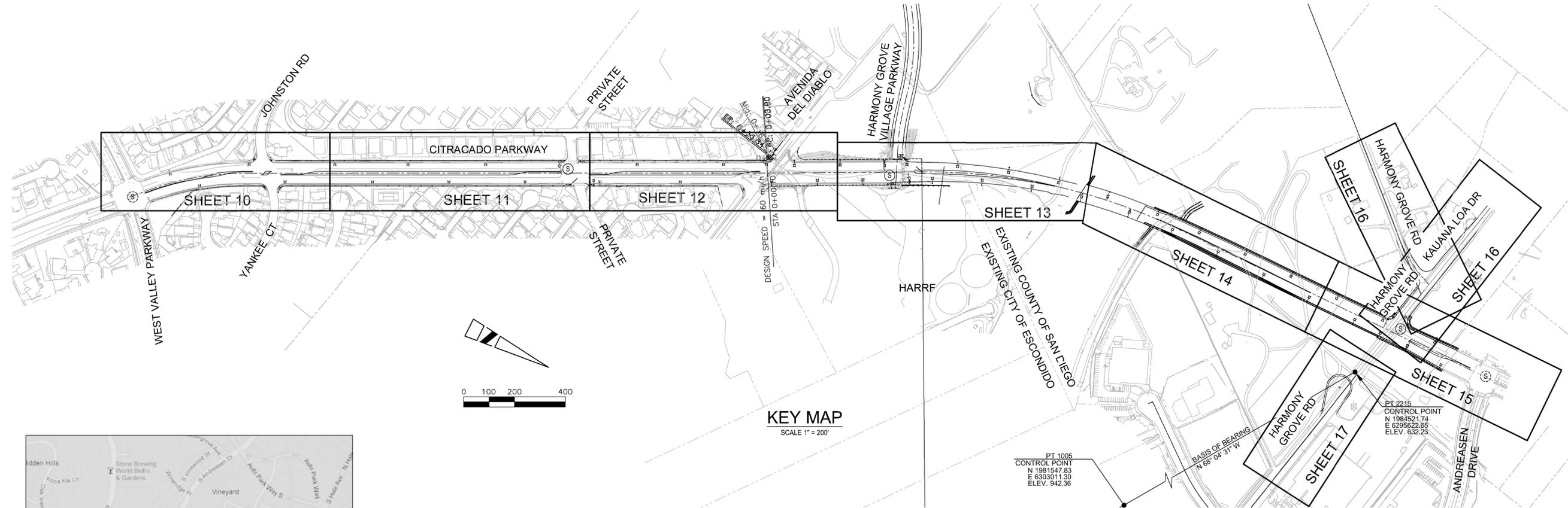
PE
 RW
 CON
 Total:

Caltrans Comments:

MPO Comments:

Reduce funding ** Revised FY 15/16-18/19 Local and Transnet Funding to match approved 15/16 CIP Budget.

IMPROVEMENT PLANS FOR CITRACADO PARKWAY (WEST VALLEY PARKWAY to ANDREASEN DRIVE) ER No. 2006-10



LOCATION MAP
NO SCALE

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT. THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF ESCONDIDO AND THE SAN DIEGO COUNTY DEPARTMENT OF HEALTH IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

JOHN C. DULLAGHAN IV _____ DATE _____
R.C.E. # 63567
EXP. DATE: SEPT. 30, 2016

OWNER / PERMITEE:

OWNER/DEVELOPER NAME: CITY OF ESCONDIDO
ADDRESS: 201 NORTH BROADWAY, ESCONDIDO, CA. 92025
TEL NO: (760) 839-4651
FAX NO: (760) 869-4597

ENGINEER:

AECOM
401 West A Street, Suite 1200
SAN DIEGO, CA. 92101
TEL NO: (619) 610-7809
FAX NO: (619) 610-7601

BASIS OF BEARINGS:

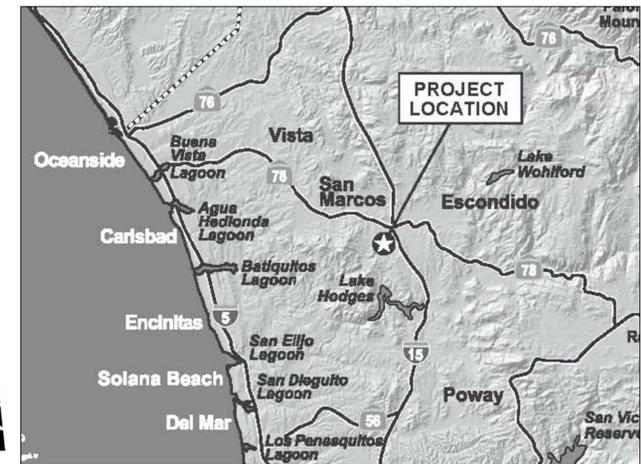
THE GRID BEARING BETWEEN CONTROL POINTS No. 1005 ((LOMAX) AND No. 2215 PER ROS 14236; I.E. N 68°04'31" W.
DATUM: NAD 83 (1992)

SHEET INDEX

NO.	DESCRIPTION
1	TITLE SHEET
2	NOTES, LEGEND & ABBREVIATIONS
3	DETAILS
4-9	CROSS SECTIONS
10	PLAN & PROFILE - STA 10+00 TO STA 18+00
11	PLAN & PROFILE - STA 18+00 TO STA 28+25
12	PLAN & PROFILE - STA 28+25 TO STA 38+00
13	PLAN & PROFILE - STA 38+00 TO STA 48+00
14	PLAN & PROFILE - STA 48+00 TO STA 58+00
15	PLAN & PROFILE - STA 58+00 TO STA 66+12.75
16	PLAN & PROFILES - HARMONY GROVE RD/KAUANA LOA DR
17	PLAN & PROFILE - HARMONY GROVE RD (CUL DE S'AC)
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47-59	SOIL NAIL WALL PLANS
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79-85	CONSTRUCTION DETAILS
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92-93	BIOFILTRATION DETAILS
94	GENERAL NOTES AND LEGEND - WATER
95	PLAN AND PROFILE - STA 40+59 TO STA 42+00
96	PLAN AND PROFILE - STA 42+00 TO STA 54+00
97	PLAN AND PROFILE - STA 54+00 TO STA 63+00
98	PLAN AND PROFILE - STA 63+00 TO STA 65+23 AND HARMONY GROVE RD
99	WATER - MISC DETAILS
100	RECYCLED WATER - MISC DETAILS
101	WATER CONNECTION DETAILS
102	RECYCLED WATER CONNECTION DETAILS
103	MISCELLANEOUS STRUCTURAL DETAILS
104	HIGHLINE PLAN AND DETAILS
105-110	CONSTRUCTION STAGING AND TRAFFIC HANDLING PLANS
111-115	STRIPING PLANS
116-118	TRAFFIC SIGNAL PLANS
119-128	LIGHTING PLANS
129-134	EROSION CONTROL PLANS
135	RIGHT-OF-WAY MAP
136-141	ROADWAY SECTIONS 10+50 TO 35+00
142-160	LANDSCAPE PLANS
161-184	IRRIGATION PLANS

DEPARTMENT OF ENVIRONMENTAL HEALTH
CONTROL #RW xxxx

APPROVED BY _____ DATE _____



VICINITY MAP
NO SCALE

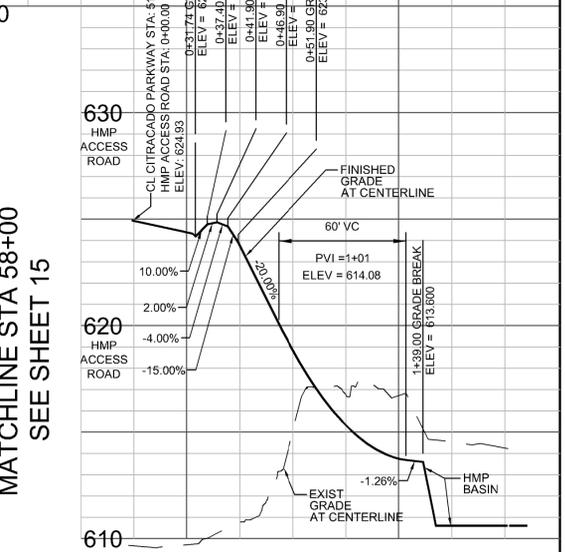
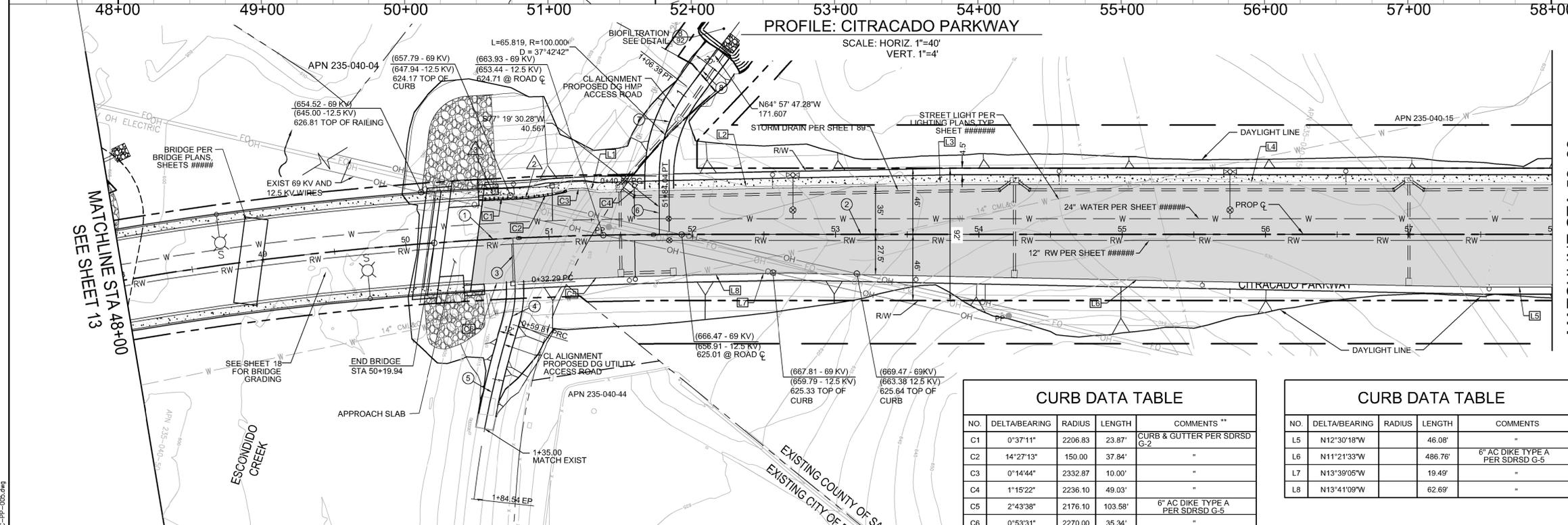
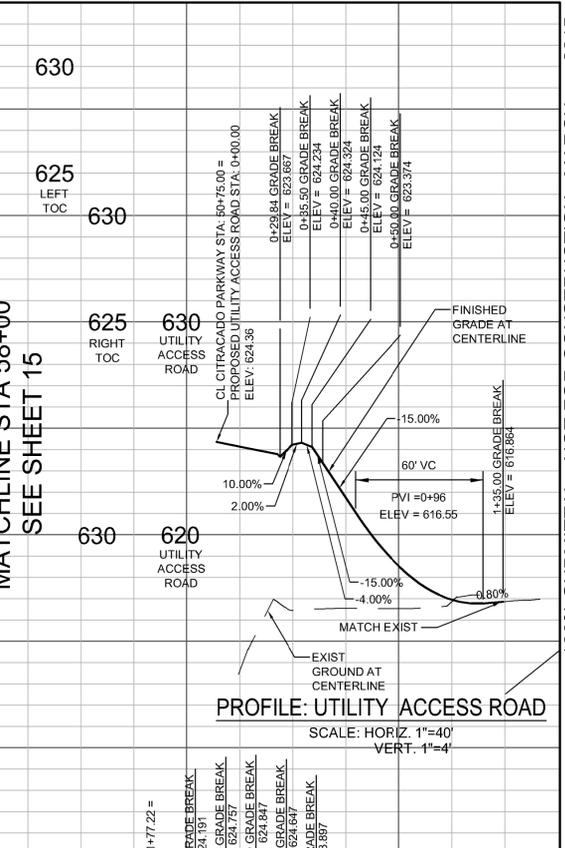
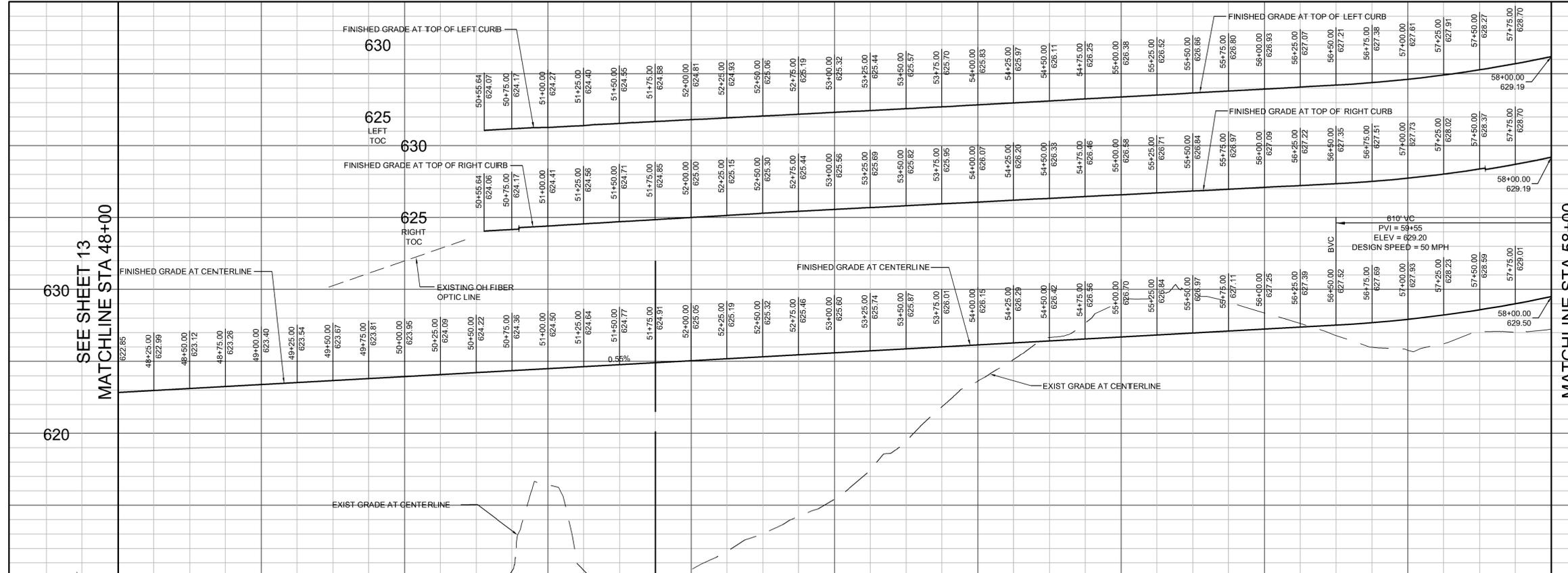
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CONSTRUCTION RECORD	REFERENCES	Date	By	REVISIONS	App'd	Date	BENCH MARK	SCALE	Office	Designed By	Drawn By	Checked By	Submitted	Approved	CITY OF ESCONDIDO	DEPARTMENT OF PUBLIC WORKS	Drawing No.
Contractor							CONTROL PT 2045 PER RECORD OF SURVEY 14236. A 2.5" BRASS DISC STAMPED "EGCS 1992-2045" IN AC PAVEMENT LOCATED AT THE INTERSECTION OF CITRACADO PARKWAY AND AVENIDA DEL DIABLO. ELEV. 642.965 DATUM: NGVD 29.	Horizontal AS SHOWN Vertical NONE		JOHN C. DULLAGHAN IV	AJJJD	JD			IMPROVEMENT PLANS FOR CITRACADO PARKWAY	TITLE SHEET	Sheet 1 of 184

DEH CONTROL #RW xxxx

100% SUBMITTAL - NOT FOR CONSTRUCTION - MARCH 2015





NO.	BEARING/DELTA	RADIUS	LENGTH	REMARKS
3	N 74°46'37" E	-	32.29'	UTILITY ACCESS ROAD
4	19°42'49"	80.00'	27.53'	"
5	10°35'13"	675.00'	124.73'	"
6	N 77°19'30" E	-	40.57'	HMP ACCESS ROAD
7	37°42'42"	100.00'	65.82'	"
8	N 64°57'47" E	-	171.61'	"

NO.	BEARING/DELTA	RADIUS	LENGTH	REMARKS
1	9°34'01"	2300.00'	384.04'	CITRACADO PARKWAY
2	N 12°30'18" W	-	615.96'	CITRACADO PARKWAY

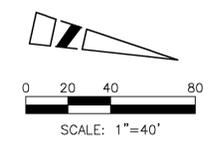
NO.	DELTA/BEARING	RADIUS	LENGTH	COMMENTS **
C1	0°37'11"	2206.83	23.87'	CURB & GUTTER PER SDRSD G-2
C2	14°27'13"	150.00	37.84'	"
C3	0°14'44"	2332.87	10.00'	"
C4	1°15'22"	2236.10	49.03'	"
C5	2°43'38"	2176.10	103.58'	6" AC DIKE TYPE A PER SDRSD G-5
C6	0°53'31"	2270.00	35.34'	"
L1	N3°56'01" W	-	10.20'	CURB & GUTTER PER SDRSD G-2
L2	N13°41'09" W	-	62.62'	"
L3	N13°39'05" W	-	133.41'	"
L4	N12°30'18" W	-	420.08'	"

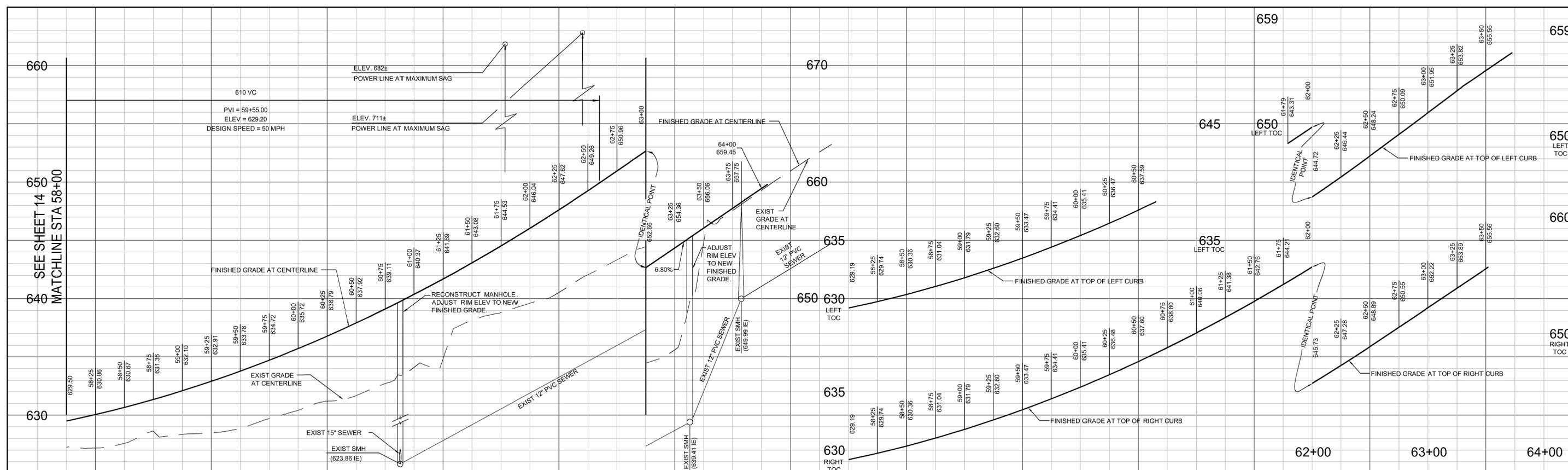
NO.	DELTA/BEARING	RADIUS	LENGTH	COMMENTS
L5	N12°30'18" W	-	46.08'	"
L6	N11°21'33" W	-	486.76'	6" AC DIKE TYPE A PER SDRSD G-5
L7	N13°39'05" W	-	19.49'	"
L8	N13°41'09" W	-	62.69'	"

- CONSTRUCTION NOTES:**
- INSTALL 1-4" AND 1-6" PVC SLEEVE FOR IRRIGATION SYSTEM. ALL CURBS SHALL BE MARKED WITH A "SCORE MARK" TO DESIGNATE SLEEVE LOCATION, TYPICAL.
 - METAL BEAM GUARD RAIL PER CSP A77F1, TYPE 12B.
 - SIDEWALK RAMP TO BRIDGE DECK FG AT 8.33% MAX.

APPROVED:
COUNTY OF SAN DIEGO

APPROVED BY: _____ TITLE _____ DATE: _____

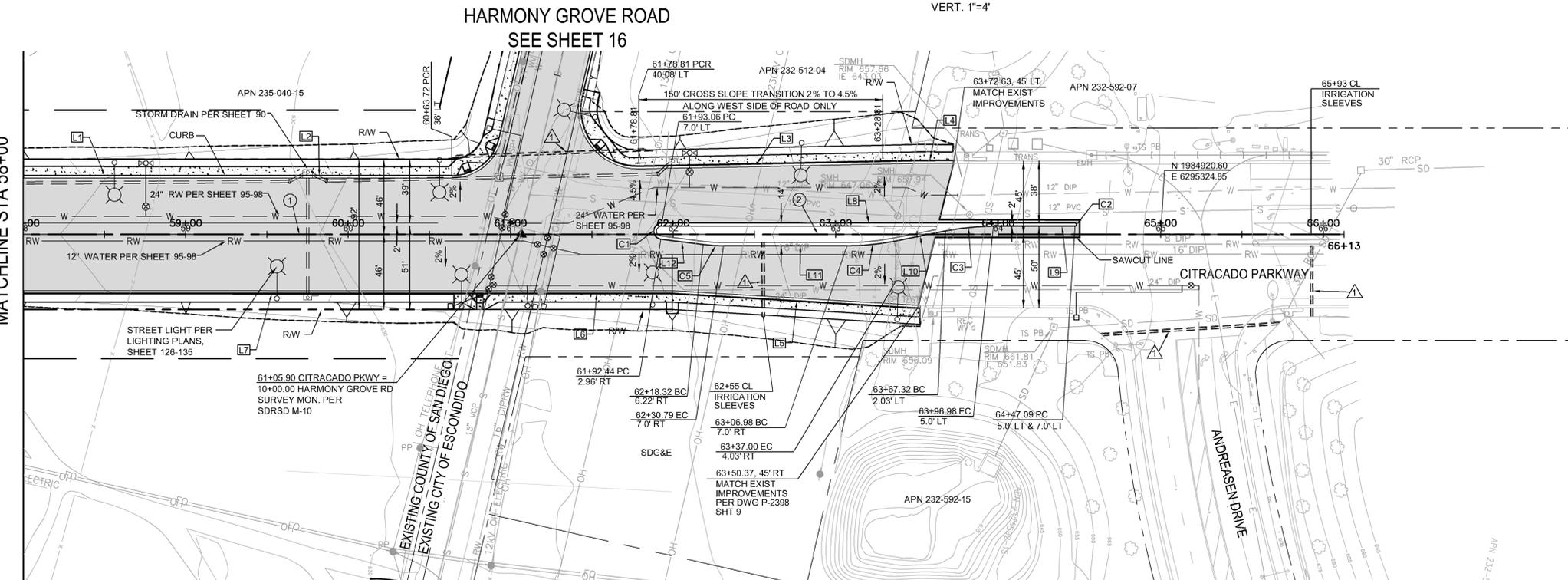




PROFILE: CITRACADO PARKWAY
SCALE: HORIZ. 1"=40'
VERT. 1"=4'

CURB DATA TABLE				
NO.	DELTA/BEARING	RADIUS	LENGTH	COMMENTS
C1	172°51'01"	5.00	15.08'	TYPE B-1 CURB PER SDRSD G-6 (MOD. 8" HIGH)
C2	180°00'00"	1.01	3.16'	"
C3	11°10'42"	153.04	29.86'	"
C4	11°18'49"	153.00	30.21'	"
C5	7°09'57"	100.00	12.51'	"
L1	N12°30'18"W		99.92'	CURB & GUTTER PER SDRSD G-2
L2	N12°30'18"W		163.72'	"
L3	N13°39'29"W		171.26'	"
L4	N12°48'19"W		22.30'	"
L5	N9°04'43"W		152.14'	"
L6	N12°30'44"W		94.11'	"
L7	N12°30'18"W		305.81'	"
L8	S12°30'44"E	254.07'		TYPE B-1 CURB PER SDRSD G-6 (MOD. 8" HIGH)
L9	S12°29'56"E		50.15'	"
L10	N23°49'07"W		30.92'	"
L11	N12°30'31"W		76.19'	"
L12	N5°20'35"W		26.08'	"

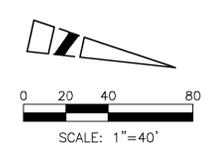
CENTERLINE DATA			
NO.	BEARING/DELTA	RADIUS	REMARKS
①	N 12°30'18" W	305.82'	CITRACADO PARKWAY
②	N 12°30'44" W	506.89'	CITRACADO PARKWAY



PLAN: CITRACADO PARKWAY

CONSTRUCTION NOTES:
INSTALL 1.4" AND 1.6" PVC SLEEVE FOR IRRIGATION SYSTEM. ALL CURBS SHALL BE MARKED WITH A "SCORE MARK" TO DESIGNATE SLEEVE LOCATION, TYPICAL.

APPROVED:
COUNTY OF SAN DIEGO
APPROVED BY: _____ TITLE _____ DATE: _____



CONSTRUCTION RECORD	REFERENCES	Date	By	REVISIONS	App'd	Date	BENCH MARK	SCALE	Office	Designed By	Drawn By	Checked By	Submitted	Approved	CITY OF ESCONDIDO	DEPARTMENT OF PUBLIC WORKS	Drawing No.
Contractor							CONTROL PT. 2045 PER RECORD OF SURVEY 14236. A 2.5" BRASS DISC STAMPED "EGCS 1992-2045" IN AG PAYMENT LOCATED AT THE INTERSECTION OF CITRACADO PARKWAY AND AVENIDA DEL DIABLO. ELEV. 642.965 DATUM: NGVD 29.	Horizontal Vertical 1"=40'	Filmed	KO	AJ/JD	JD	By _____	By _____	IMPROVEMENT PLANS FOR: CITRACADO PARKWAY	PLAN & PROFILE STA 58+00 TO STA 66+12.75	Sheet 15 of 184

RIGHT OF WAY PLANTING SCHEDULE - TREES

SYMB.	KEY	BOTANIC NAME	COMMON NAME	SIZE	TOTAL	COMMENTS
	GB	GINGKO BILOBA	GINGKO	36" BOX	5	
	JM	JACARANDA MIMOSIFOLIA	JACARANDA	36" BOX	55	
	PR	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX	20	
	QA	QUERCUS AGRIFOLIA	COAST LIVE OAK	36" BOX	91	

PLANTING SCHEDULE - SHRUBS, GROUND COVER AND GRASSES

SYMB.	KEY	BOTANIC NAME	COMMON NAME	SIZE	TOTAL	COMMENTS
	AA	ARCTOTIS ACAULIS V. BIG MAGENTA	AFRICAN DAISY	1 GALLON	1712	18" O.C.
	CC	CARPENTERIA CALIFORNICA	BUSH ANEMONE	1 GALLON	716	36" O.C.
	DB	DIETES BICOLOR	FORTNIGHT LILY	1 GALLON	381	24" O.C.
	CF	EPILOBIUM CANUM	CALIFORNIA FUCHSIA	1 GALLON	239	30" O.C.
	HP	HESPERALOE PARVIFLORA	RED YUCCA	1 GALLON	1489	24" O.C.
	IH	IVA HAYESIANA	MARSH ELDER	1 GALLON	583	36" O.C.
	LA	LEYMUS ARENARIUS	SAND RYEGRASS	1 GALLON	784	36" O.C.
	MR	MUHLENBERGIA RIGENS	DEER GRASS	1 GALLON	2200	36" O.C.
	SM	SENECIO MANDRALISCAE	BLUE FINGERS	1 GALLON	825	18" O.C.

SITE FURNISHING SCHEDULE

SYMB.	DESCRIPTION	COLOR / FINISH	MODEL NO.	QTY.	MANUF.	DETAILS / COMMENTS
	TREE GRATE	NATURAL / BAKED OIL	DIX60-60199TG DVISADERO 5x5	83	IRON AGE DESIGNS: 877-418-3568	E, 156 / PROVIDE MOCK UP
	ROOT BARRIER	N/A	48" D VILLA BARRIER	7,397 LF	VILLAROOTBARRIER.COM	B, 156 SEE DETAIL FOR LAYOUT

TREES TO BE DEMOLISHED. SEE SHEET 160 FOR SPECIES AND REPLACEMENT CALCULATIONS.

TYPICAL PLANT CALLOUT

5.3 — QUANTITY (PER BED)
LA — PLANT KEY

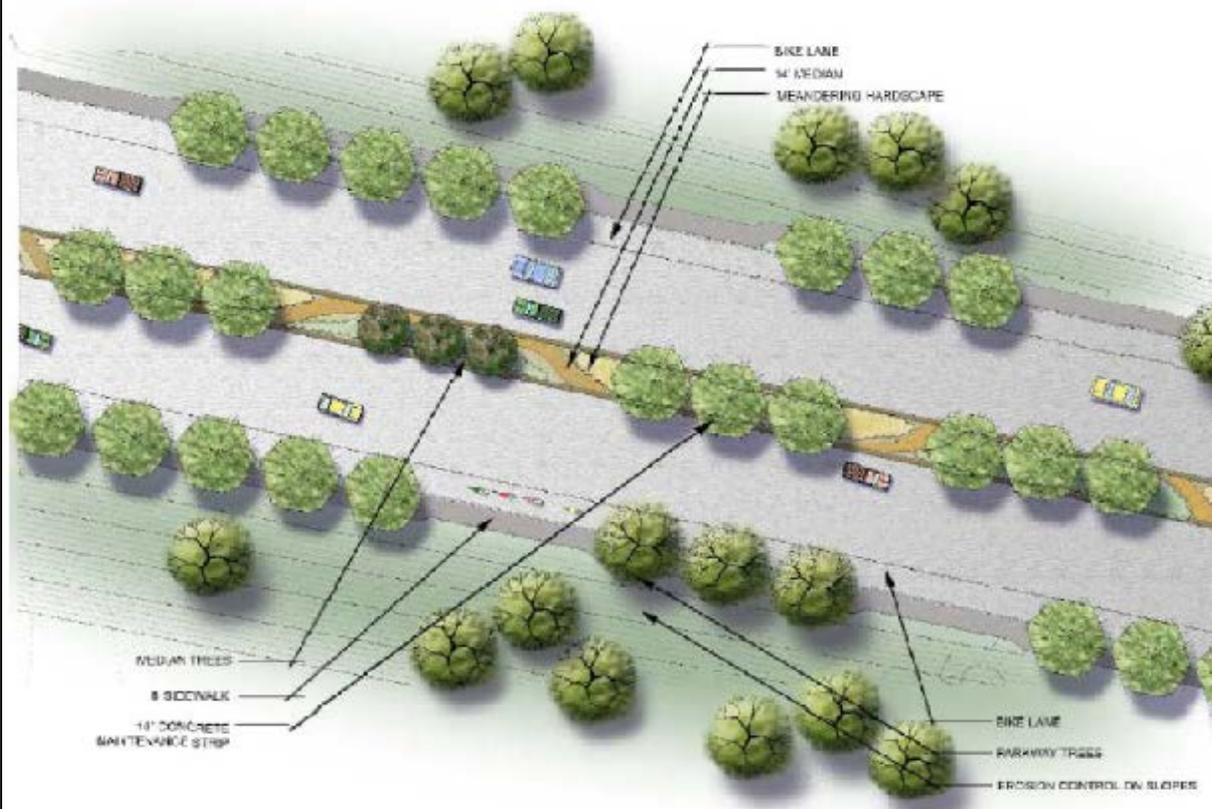
NOTE: SEE SHEET 158 FOR RESTORATION, HMP, SLOPE AND DISTURBED AREA PLANTING SCHEDULES

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CONSTRUCTION RECORD	REFERENCES	Date	By	REVISIONS	App'd	Date	BENCH MARK CONTROL PT 2045 PER RECORD OF SURVEY 14236. A 2.5" BRASS DISC STAMPED "EGCS 1992-2045" IN AG PAVEMENT LOCATED AT THE INT. OF CITRACADO PARKWAY AND AVENIDA DEL DIABLO. ELEV. 642.965 DATUM: NGVD 29.	SCALE Horizontal Vertical Traffic	Office	Designed By DN	Drawn By DN	Checked By DR	Submitted _____ By _____ Assistant City Engineer	Approved _____ By _____ Assistant Director of Public Works	CITY OF ESCONDIDO DEPARTMENT OF PUBLIC WORKS CITRACADO PARKWAY PLANTING SCHEDULES	Drawing No. Sheet 142 of 184
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Citracado Parkway Extension Project



Appendix E Benefit-Cost Analysis

Citracado Pkwy Extension Project
Cost-Benefit Summary

Year	Project Year	Trips per day (ADT) per EIR	Trips per year	Reduced trip duration (sec)	Annual time savings (hours)	Value of time saved (\$13.55/hr)	Reduced trip length (miles)	Annual miles saved	Value of Reduced Vehicle Costs (\$0.58/mile)	Travel Reduction Benefit (Undiscounted)	Safety Benefit - Low (Undiscounted)	Safety Benefit - High (Undiscounted)	Undiscounted Economic and Safety Benefit (Vehicle Cost + Time Saved + Safety) - Low	Undiscounted Economic and Safety Benefit (Vehicle Costs + Time Saved + Safety) - High	Initial Costs (\$2015)	Operations & Maintenance Costs (\$2015)	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
2015	0	19350	0																	
2016	1	19300	0																	
2017	2	19250	0																	
2018	3	19200	0																	
2019	4	19150	0																	
2020	5	19100	0																	
2021	6	19050	2476500	104	71543.333	\$ 969,412	0.81	2005965	\$ 1,163,460	\$ 2,132,872	\$ 4,800,000	\$ 187,200,000	\$ 8,096,332	\$ 190,496,332	\$ 30,420,000	\$ 34,000	\$ (30,420,000)	\$ (21,689,040)	\$ (30,420,000)	\$ (21,689,040)
2022	7	19000	4940000	104	142711.11	\$ 1,933,736	0.81	4001400	\$ 2,320,812	\$ 4,254,548	\$ 9,600,000	\$ 374,400,000	\$ 16,175,360	\$ 380,975,360	\$ 34,000	\$ 34,000	\$ 8,062,332	\$ 5,372,272	\$ 188,746,332	\$ 125,769,650
2023	8	18950	4927000	104	142335.56	\$ 1,928,647	0.81	3990870	\$ 2,314,705	\$ 4,243,351	\$ 9,600,000	\$ 374,400,000	\$ 16,158,056	\$ 380,958,056	\$ 34,000	\$ 34,000	\$ 16,141,360	\$ 10,052,027	\$ 380,941,360	\$ 237,231,133
2024	9	18900	4914000	104	141960	\$ 1,923,558	0.81	3980340	\$ 2,308,597	\$ 4,232,155	\$ 9,600,000	\$ 374,400,000	\$ 16,140,752	\$ 380,940,752	\$ 34,000	\$ 34,000	\$ 16,124,056	\$ 9,384,347	\$ 380,924,056	\$ 221,701,269
2025	10	18850	4901000	104	141584.44	\$ 1,918,469	0.81	3969810	\$ 2,302,490	\$ 4,220,959	\$ 9,600,000	\$ 374,400,000	\$ 16,123,449	\$ 380,923,449	\$ 34,000	\$ 34,000	\$ 16,106,752	\$ 8,761,006	\$ 380,906,752	\$ 207,188,035
2026	11	18800	4888000	104	141208.89	\$ 1,913,380	0.81	3959280	\$ 2,296,382	\$ 4,209,763	\$ 9,600,000	\$ 374,400,000	\$ 16,106,145	\$ 380,906,145	\$ 34,000	\$ 34,000	\$ 16,089,449	\$ 8,179,060	\$ 380,889,449	\$ 193,624,882
2027	12	18750	4875000	104	140833.33	\$ 1,908,292	0.81	3948750	\$ 2,290,275	\$ 4,198,567	\$ 9,600,000	\$ 374,400,000	\$ 16,088,842	\$ 380,888,842	\$ 208,000	\$ 208,000	\$ 16,072,145	\$ 7,635,760	\$ 380,872,145	\$ 180,949,613
2028	13	18700	4862000	104	140457.78	\$ 1,903,203	0.81	3938220	\$ 2,284,168	\$ 4,187,370	\$ 9,600,000	\$ 374,400,000	\$ 16,071,538	\$ 380,871,538	\$ 34,000	\$ 34,000	\$ 16,054,842	\$ 7,128,542	\$ 380,854,842	\$ 169,104,104
2029	14	18650	4849000	104	140082.22	\$ 1,898,114	0.81	3927690	\$ 2,278,060	\$ 4,176,174	\$ 9,600,000	\$ 374,400,000	\$ 16,054,235	\$ 380,854,235	\$ 34,000	\$ 34,000	\$ 16,036,931	\$ 6,612,923	\$ 380,820,235	\$ 147,688,653
2030	15	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,020,235	\$ 6,102,923	\$ 380,802,931	\$ 138,020,507
2031	16	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 5,606,118	\$ 380,802,931	\$ 128,991,128
2032	17	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 5,066,118	\$ 380,802,931	\$ 120,552,456
2033	18	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 4,734,690	\$ 380,802,931	\$ 112,665,846
2034	19	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 208,000	\$ 208,000	\$ 16,002,931	\$ 4,424,944	\$ 380,802,931	\$ 105,295,184
2035	20	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 15,828,931	\$ 4,090,497	\$ 380,628,931	\$ 98,361,749
2036	21	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 3,864,917	\$ 380,628,931	\$ 91,968,891
2037	22	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 3,612,072	\$ 380,628,931	\$ 85,952,235
2038	23	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 3,375,768	\$ 380,628,931	\$ 80,329,191
2039	24	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 3,154,924	\$ 380,628,931	\$ 75,074,011
2040	25	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 2,948,527	\$ 380,628,931	\$ 70,162,627
2041	26	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 208,000	\$ 208,000	\$ 16,002,931	\$ 2,755,633	\$ 380,628,931	\$ 65,572,548
2042	27	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 2,547,356	\$ 380,628,931	\$ 61,254,754
2043	28	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 2,406,876	\$ 380,628,931	\$ 57,273,603
2044	29	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 2,249,417	\$ 380,628,931	\$ 53,526,732
2045	30	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 2,102,259	\$ 380,628,931	\$ 50,024,983
2046	31	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 1,964,728	\$ 380,628,931	\$ 46,752,321
2047	32	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 1,836,194	\$ 380,628,931	\$ 43,693,758
2048	33	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 208,000	\$ 208,000	\$ 16,002,931	\$ 1,716,069	\$ 380,628,931	\$ 40,835,288
2049	34	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 15,828,931	\$ 1,586,365	\$ 380,628,931	\$ 38,146,382
2050	35	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 1,498,882	\$ 380,628,931	\$ 35,667,122
2051	36	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 9,600,000	\$ 374,400,000	\$ 16,036,931	\$ 380,836,931	\$ 34,000	\$ 34,000	\$ 16,002,931	\$ 1,400,824	\$ 380,628,931	\$ 33,333,759

\$ 127,485,278 \$ 292,800,000 \$ 11,419,200,000

From BCA-2 From BCA-4 From BCA-4

\$ 1,750,000

NPV Economic & Safety Benefits \$ 116,177,707 \$ 3,252,985,208

NPV Environmental Benefit (pg BCA-3) \$ 1,222,844 \$ 1,263,847

NPV of Total Benefits (Low) \$ 117,400,552 NPV of Total Benefits (High) \$ 3,254,249,054

Costs \$ 32,170,000 Costs \$ 32,170,000

Cost-Benefit Ratio 4 Cost-Benefit Ratio 101

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

Year	Project Year	Trips per day (ADT) per EIR	Trips per year	Reduced trip duration (sec)	Annual time savings (hours)	Value of time saved (\$13.55/hr)	Reduced trip length (miles)	Annual miles saved	Value of Reduced Vehicle Costs (\$0.58/mile)	Travel Reduction Benefit (Undiscounted)	Undiscounted Economic Benefit (Vehicle Cost and Time saved)- Low	Initial Costs (\$2015)	Undiscounted net Economic Benefits	Economic Benefits Discounted at 7%
2015	0	19350	0											
2016	1	19300	0											
2017	2	19250	0											
2018	3	19200	0											
2019	4	19150	0											
2020	5	19100	0									\$ 30,420,000		
2021	6	19050	2476500	104	71543.333	\$ 969,412	0.81	2005965	\$ 1,163,460	\$ 2,132,872	\$ 3,296,332		\$ 3,296,332	\$ 2,196,485
2022	7	19000	4940000	104	142711.11	\$ 1,933,736	0.81	4001400	\$ 2,320,812	\$ 4,254,548	\$ 6,575,360		\$ 6,575,360	\$ 4,094,803
2023	8	18950	4927000	104	142335.56	\$ 1,928,647	0.81	3990870	\$ 2,314,705	\$ 4,243,351	\$ 6,558,056		\$ 6,558,056	\$ 3,816,848
2024	9	18900	4914000	104	141960	\$ 1,923,558	0.81	3980340	\$ 2,308,597	\$ 4,232,155	\$ 6,540,752		\$ 6,540,752	\$ 3,557,736
2025	10	18850	4901000	104	141584.44	\$ 1,918,469	0.81	3969810	\$ 2,302,490	\$ 4,220,959	\$ 6,523,449		\$ 6,523,449	\$ 3,316,191
2026	11	18800	4888000	104	141208.89	\$ 1,913,380	0.81	3959280	\$ 2,296,382	\$ 4,209,763	\$ 6,506,145		\$ 6,506,145	\$ 3,091,023
2027	12	18750	4875000	104	140833.33	\$ 1,908,292	0.81	3948750	\$ 2,290,275	\$ 4,198,567	\$ 6,488,842		\$ 6,488,842	\$ 2,881,123
2028	13	18700	4862000	104	140457.78	\$ 1,903,203	0.81	3938220	\$ 2,284,168	\$ 4,187,370	\$ 6,471,538		\$ 6,471,538	\$ 2,685,458
2029	14	18650	4849000	104	140082.22	\$ 1,898,114	0.81	3927690	\$ 2,278,060	\$ 4,176,174	\$ 6,454,235		\$ 6,454,235	\$ 2,503,063
2030	15	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 2,333,040
2031	16	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 2,180,411
2032	17	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 2,037,767
2033	18	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,904,456
2034	19	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,779,865
2035	20	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,663,425
2036	21	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,554,603
2037	22	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,452,900
2038	23	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,357,851
2039	24	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,269,019
2040	25	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,185,999
2041	26	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,108,410
2042	27	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 1,035,898
2043	28	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 968,129
2044	29	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 904,793
2045	30	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 845,601
2046	31	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 790,281
2047	32	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 738,581
2048	33	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 690,262
2049	34	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 645,105
2050	35	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 602,902
2051	36	18600	4836000	104	139706.67	\$ 1,893,025	0.81	3917160	\$ 2,271,953	\$ 4,164,978	\$ 6,436,931		\$ 6,436,931	\$ 563,460
						\$ 57,943,368				\$ 127,485,278	\$ 197,027,188		\$ 197,027,188	\$ 55,755,490
										\$ 127,485,278	\$ 197,027,188			

Travel Reduction Benefits \$ **55,755,490**

Note: Project and maintenance costs are deducted from the safety benefit in order to avoid double counting

Citracado Pkwy Extension Project

Cost- Benefit Analysis: Economic Benefit due to Reduced Greenhouse Gas Emissions

Project Year	Year	Non CO2 benefits (\$2015)	7% NPV Non- CO2 Benefits (C/1.07^A)	3% NPV Non CO2 Benefits (C/1.03^A)	CO2 Reduced Metric Tons	3% SCC (\$2013)	Undiscounted CO2 Costs @ 3% Avg SCC (F*G)	NPV CO2 Costs @ 3% Avg SCC (H/(1.03^A))	7% NPV Benefits (D + I)	3% NPV Total Benefits (E + I)
(A)	(B)	©	(D)	€	(F)	(G)	(H)	(I)	(J)	(K)
0	2015	0 \$	- \$	- \$	0	\$ 41.00	\$ -	\$ -	\$ -	\$ -
1	2016	0 \$	- \$	- \$	0	\$ 43.00	\$ -	\$ -	\$ -	\$ -
2	2017	0 \$	- \$	- \$	0	\$ 44.00	\$ -	\$ -	\$ -	\$ -
3	2018	0 \$	- \$	- \$	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -
4	2019	0 \$	- \$	- \$	0	\$ 46.00	\$ -	\$ -	\$ -	\$ -
5	2020	-1842 \$	(1,313) \$	(1,589) \$	-392	\$ 47.00	\$ (18,424)	\$ (15,893)	\$ (17,206)	\$ (17,482)
6	2021	-1842 \$	(1,227) \$	(1,543) \$	-392	\$ 47.00	\$ (18,424)	\$ (15,430)	\$ (16,657)	\$ (16,972)
7	2022	5291 \$	3,295 \$	4,302 \$	1229	\$ 48.00	\$ 58,992	\$ 47,966	\$ 51,261	\$ 52,268
8	2023	5291 \$	3,079 \$	4,177 \$	1229	\$ 50.00	\$ 61,450	\$ 48,509	\$ 51,589	\$ 52,686
9	2024	5291 \$	2,878 \$	4,055 \$	1229	\$ 51.00	\$ 62,679	\$ 48,038	\$ 50,916	\$ 52,093
10	2025	5291 \$	2,690 \$	3,937 \$	1229	\$ 52.00	\$ 63,908	\$ 47,554	\$ 50,243	\$ 51,491
11	2026	5291 \$	2,514 \$	3,822 \$	1229	\$ 53.00	\$ 65,137	\$ 47,056	\$ 49,570	\$ 50,879
12	2027	5291 \$	2,349 \$	3,711 \$	1229	\$ 54.00	\$ 66,366	\$ 46,548	\$ 48,897	\$ 50,259
13	2028	5291 \$	2,196 \$	3,603 \$	1229	\$ 55.00	\$ 67,595	\$ 46,029	\$ 48,224	\$ 49,632
14	2029	5291 \$	2,052 \$	3,498 \$	1229	\$ 55.00	\$ 67,595	\$ 44,688	\$ 46,740	\$ 48,186
15	2030	5291 \$	1,918 \$	3,396 \$	1229	\$ 56.00	\$ 68,824	\$ 44,176	\$ 46,093	\$ 47,572
16	2031	5291 \$	1,792 \$	3,297 \$	1229	\$ 58.00	\$ 71,282	\$ 44,421	\$ 46,213	\$ 47,718
17	2032	5291 \$	1,675 \$	3,201 \$	1229	\$ 59.00	\$ 72,511	\$ 43,870	\$ 45,545	\$ 47,071
18	2033	5291 \$	1,565 \$	3,108 \$	1229	\$ 60.00	\$ 73,740	\$ 43,314	\$ 44,880	\$ 46,422
13	2034	5291 \$	2,196 \$	3,603 \$	1229	\$ 61.00	\$ 74,969	\$ 51,050	\$ 53,246	\$ 54,653
20	2035	5291 \$	1,367 \$	2,929 \$	1229	\$ 62.00	\$ 76,198	\$ 42,189	\$ 43,556	\$ 45,118
21	2036	5291 \$	1,278 \$	2,844 \$	1229	\$ 63.00	\$ 77,427	\$ 41,621	\$ 42,899	\$ 44,465
22	2037	5291 \$	1,194 \$	2,761 \$	1229	\$ 64.00	\$ 78,656	\$ 41,050	\$ 42,244	\$ 43,811
23	2038	5291 \$	1,116 \$	2,681 \$	1229	\$ 65.00	\$ 79,885	\$ 40,477	\$ 41,593	\$ 43,158
24	2039	5291 \$	1,043 \$	2,603 \$	1229	\$ 67.00	\$ 82,343	\$ 40,507	\$ 41,550	\$ 43,110
25	2040	5291 \$	975 \$	2,527 \$	1229	\$ 68.00	\$ 83,572	\$ 39,914	\$ 40,889	\$ 42,441
26	2041	5291 \$	911 \$	2,453 \$	1229	\$ 69.00	\$ 84,801	\$ 39,322	\$ 40,233	\$ 41,775
27	2042	5291 \$	851 \$	2,382 \$	1229	\$ 69.00	\$ 84,801	\$ 38,176	\$ 39,028	\$ 40,558
28	2043	5291 \$	796 \$	2,313 \$	1229	\$ 70.00	\$ 86,030	\$ 37,602	\$ 38,397	\$ 39,914
29	2044	5291 \$	744 \$	2,245 \$	1229	\$ 71.00	\$ 87,259	\$ 37,028	\$ 37,772	\$ 39,273
30	2045	5291 \$	695 \$	2,180 \$	1229	\$ 72.00	\$ 88,488	\$ 36,456	\$ 37,151	\$ 38,636
31	2046	5291 \$	650 \$	2,116 \$	1229	\$ 73.00	\$ 89,717	\$ 35,886	\$ 36,535	\$ 38,002
32	2047	5291 \$	607 \$	2,055 \$	1229	\$ 74.00	\$ 90,946	\$ 35,318	\$ 35,925	\$ 37,372
33	2048	5291 \$	567 \$	1,995 \$	1229	\$ 76.00	\$ 93,404	\$ 35,216	\$ 35,783	\$ 37,211
34	2049	5291 \$	530 \$	1,937 \$	1229	\$ 77.00	\$ 94,633	\$ 34,640	\$ 35,170	\$ 36,577
35	2050	5291 \$	496 \$	1,880 \$	1229	\$ 78.00	\$ 95,862	\$ 34,068	\$ 34,563	\$ 35,948

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 (\$2013)	Operations & Maintenance Costs (\$2013)	Undiscounted net Safety Benefits - Low	Safety Benefits Discounted at 7% - Low	Undiscounted net Safety Benefits - High	Safety Benefits Discounted at 7% - High
2015	0								
2016	1								
2017	2								
2018	3								
2019	4								
2020	5			\$30,420,000		\$ (30,420,000)	\$ (21,689,040)	\$ (30,420,000)	\$ (21,689,040)
2021	6	\$ 4,800,000	\$ 187,200,000		\$ 34,000	\$ 4,766,000	\$ 3,175,787	\$ 187,166,000	\$ 124,716,609
2022	7	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 5,957,224	\$ 374,366,000	\$ 233,136,330
2023	8	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 5,567,499	\$ 374,366,000	\$ 217,884,420
2024	9	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 5,203,270	\$ 374,366,000	\$ 203,630,299
2025	10	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 4,862,869	\$ 374,366,000	\$ 190,308,691
2026	11	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 4,544,738	\$ 374,366,000	\$ 177,858,590
2027	12	\$ 9,600,000	\$ 374,400,000		\$ 208,000	\$ 9,392,000	\$ 4,170,160	\$ 374,192,000	\$ 166,145,723
2028	13	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 3,969,550	\$ 374,366,000	\$ 155,348,580
2029	14	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 3,709,860	\$ 374,366,000	\$ 145,185,589
2030	15	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 3,467,159	\$ 374,366,000	\$ 135,687,467
2031	16	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 3,240,335	\$ 374,366,000	\$ 126,810,716
2032	17	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 3,028,351	\$ 374,366,000	\$ 118,514,688
2033	18	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 2,830,234	\$ 374,366,000	\$ 110,761,391
2034	19	\$ 9,600,000	\$ 374,400,000		\$ 208,000	\$ 9,392,000	\$ 2,596,966	\$ 374,192,000	\$ 103,467,206
2035	20	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 2,472,036	\$ 374,366,000	\$ 96,743,288
2036	21	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 2,310,314	\$ 374,366,000	\$ 90,414,288
2037	22	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 2,159,172	\$ 374,366,000	\$ 84,499,335
2038	23	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 2,017,918	\$ 374,366,000	\$ 78,971,341
2039	24	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 1,885,905	\$ 374,366,000	\$ 73,804,992
2040	25	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 1,762,528	\$ 374,366,000	\$ 68,976,628
2041	26	\$ 9,600,000	\$ 374,400,000		\$ 208,000	\$ 9,392,000	\$ 1,617,260	\$ 374,192,000	\$ 64,434,176
2042	27	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 1,539,460	\$ 374,366,000	\$ 60,246,858
2043	28	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 1,438,748	\$ 374,366,000	\$ 56,305,475
2044	29	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 1,344,624	\$ 374,366,000	\$ 52,621,939
2045	30	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 1,256,658	\$ 374,366,000	\$ 49,179,382
2046	31	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 1,174,447	\$ 374,366,000	\$ 45,962,039
2047	32	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 1,097,614	\$ 374,366,000	\$ 42,955,177
2048	33	\$ 9,600,000	\$ 374,400,000		\$ 208,000	\$ 9,392,000	\$ 1,007,148	\$ 374,192,000	\$ 40,126,366
2049	34	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 958,698	\$ 374,366,000	\$ 37,518,715
2050	35	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 895,980	\$ 374,366,000	\$ 35,064,220
2051	36	\$ 9,600,000	\$ 374,400,000		\$ 34,000	\$ 9,566,000	\$ 837,364	\$ 374,366,000	\$ 32,770,299
		\$ 292,800,000	\$ 11,419,200,000		\$ 1,750,000		\$ 60,410,835	\$ 11,387,030,000	\$ 3,198,361,779

NPV Safety Benefits

\$ 60,410,835

\$ 3,198,361,779

