

# TRANSPORTATION COMMITTEE

September 2, 2005

AGENDA ITEM NO.: **5****Action Requested: APPROVE**

A FEASIBILITY STUDY FOR A DEDICATED INTERMODAL  
RIGHT OF WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL  
REGIONAL AIRPORT IN IMPERIAL VALLEY

File Number 7000900

## Introduction

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study the feasibility of High Speed Magnetic Levitation (MAGLEV) in the Interstates 5, 8, and 15 interregional corridors. The recently approved federal multi-year transportation bill included \$800,000, sponsored by Congressman Bob Filner, intended to be used to study a viable link between the San Diego region and a potential regional airport in Imperial Valley. The Transportation Committee is asked to authorize staff to process all administrative actions required to utilize the federal funding, to take steps to identify matching funds for the \$800,000 allocation, to add the project to the Overall Work Program and Program Budget when matching funds are identified, and to award a future contract to conduct the study.

## Recommendation

The Transportation Committee is asked to authorize staff to:

1. Process all administrative actions required to utilize the \$800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the 2004 RTIP as authorized in Resolution 2005-xx, pending close of public comment period;
2. Take steps to identify \$200,000 in total matching funds to the federal funding, with an immediate need for \$80,000 in matching funds during FY 2006;
3. Add a project for up to \$400,000 to the Overall Work Program and Program Budget when matching funds are identified; and
4. Award a future contract to conduct a feasibility study for a dedicated intermodal right of link between the San Diego region and a potential regional airport in Imperial Valley.

## Discussion

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study the feasibility of MAGLEV in the Interstates 5, 8, and 15 interregional corridors. The July Transportation Committee report indicated the anticipation of an earmark in the then pending federal transportation reauthorization. The multi-year transportation bill, Safe, Accountable, Flexible, and Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) signed by President Bush on August 10, 2005, included a funding earmark in the amount of \$800,000 for the purpose of studying a viable link between the San Diego region and a potential regional airport in Imperial Valley. The high priority project earmark, sponsored by Congressman Filner, is identified as follows:

*No. 3537 – Conduct preliminary engineering and design analysis for a dedicated Intermodal right of way link between San Diego and the proposed Regional International Airport in Imperial Valley including a feasibility study and cost benefit analysis evaluating the comparative options of dedicated highway of highway lanes, Maglev conventional high speed rail or any combination thereof.*

Congressman Filner has indicated his desire for SANDAG to conduct the study and to initiate the study as expeditiously as possible. The San Diego County Regional Airport Authority is tasked with recommending airport sites and its staff has indicated that a final analysis would be presented no later than April 2006. Since the results of this study could have an impact on the Authority's recommendation, it is critical to conclude the feasibility study by February 2006. There are a variety of steps needed prior to contract award that are described in further detail below.

Obtaining receipt of the full \$800,000 earmark will require certain administrative actions.

- Obtaining Federal Contract Authority -- Contract authority for high priority project funding, including this project, is split equally over a five-year period beginning in the 2005 federal fiscal year. The 2006 federal fiscal year begins on October 1, 2005, and therefore contract authority for a total of \$320,000 (FY 2005 and FY 2006 apportionments) would be available at that time. However, the balance of \$480,000 would require "advance construction" authorization.

In addition, SAFETEA-LU includes language that allows states to borrow funding from formula funds to be used on high priority projects with the stipulation that the funds are paid back when made available. The Federal Highway Administration, as well as the California Department of Transportation, will be interpreting the new transportation bill over the next few months. Staff will continue to investigate all avenues to obtain full receipt of the federal funding as early as possible.

- Identifying Matching Funds and Approving an RTIP Amendment – Identifying sources of non-federal matching funds is needed in order to proceed with a contract award. A minimum 20 percent match, or \$200,000, is needed in order to utilize the full \$800,000 federal earmark. Contract work for initial studies is estimated to be approximately \$400,000, which would require an immediate local match of \$80,000. Approval of an amendment to the Regional Transportation Improvement Program (RTIP) also is needed to gain access to the federal funds. The required 30-day public notice was distributed on August 30, 2005. If there are no public comments by September 30, 2005, staff will process the RTIP amendment. If there are significant public comments, then this item will be brought back at the October 7, 2005 Transportation Committee meeting.
- Amending the FY 2006 OWP and Program Budget – The project was not included in SANDAG's FY 2006 Overall Work Program or Program Budget; therefore an amendment to add this project needs to occur prior to award of a contract.
- Defining the Scope of Work and Awarding a Contract -- In order to proceed with this study expeditiously, staff is investigating a variety of options including utilizing existing federally procured on-call SANDAG contracts or exercising options with federally procured contracts of sister agencies. In addition, the scope of work would need to be further defined.

With approval of the recommended actions by the Transportation Committee, staff will proceed to ensure that a feasibility study is conducted in both a timely and cost-effective manner. Staff will provide the Transportation Committee with updates as more information is known.

ELLEN ROUNDTREE  
Director of Government Relations

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Attachments: [1. Table 1](#)  
[2. Resolution 2005-xx](#)

**Table 1**  
**2004 RTIP Amendment No. 11**  
**San Diego Region (in \$000s)**

**SANDAG**

MPO ID: SAN49										Capacity Status: CI									
TITLE: Feasibility Study for Potential New Regional Airport																			
DESCRIPTION: From San Diego to Imperial Valley - conduct preliminary engineering and design analysis for a dedicated intermodal right-of-way between San Diego and a proposed regional airport in Imperial Valley																			
<i>Change Reason: New Project</i>																			
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON									
DEMO	\$800			\$320	\$160	\$160	\$160	\$800											
Local Funds	\$200			\$80	\$40	\$40	\$40	\$200											
<b>TOTAL</b>	<b>\$1,000</b>			<b>\$400</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$1,000</b>											



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# **RESOLUTION**

## **NO. 2005-xx**

### APPROVING AMENDMENT NO.11 TO THE 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on July 23, 2004, SANDAG adopted the 2004 Regional Transportation Improvement Program (RTIP) and found the 2004 RTIP in conformance with the 1998 Regional Air Quality Strategy (RAQS) and the 2002 Ozone Maintenance Plan; and

WHEREAS, on March 28, 2003, SANDAG made a finding of conformity of the 2030 Regional Transportation Plan (RTP) with the State Implementation Plan (SIP) and the 1998 RAQS; and

WHEREAS, the US Department of Transportation issued its conformity finding to the 2030 RTP on April 9, 2003; and

WHEREAS, on April 22, 2005, SANDAG made a finding of conformity of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, on May 20, 2005, the U.S. Department of Transportation issued its conformity finding of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, SANDAG has received federal earmark to conduct a feasibility study for an intermodal right-of-way link between San Diego and a potential regional airport in Imperial Valley as part of the new federal transportation bill (SAFETEA-LU) which requires the new project to be included in the 2004 RTIP, as shown in Table 1; and

WHEREAS, the proposed amendment is consistent with the 2030 RTP; and

WHEREAS, the project in Amendment No. 11 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the 2004 RTIP Amendment No. 11 relies on the previous regional emissions analysis; and

WHEREAS, the project in Amendment No. 11 is exempt from the requirements to determine conformity; and

WHEREAS, the SANDAG Board of Directors delegated the authority for RTIP amendments, including findings of air quality conformity, to the Transportation Committee; NOW THEREFORE

BE IT RESOLVED that the Transportation Committee does hereby approve the attached Table 1 as Amendment No. 11 to the 2004 Regional Transportation Improvement Program.

BE IT FURTHER RESOLVED that SANDAG finds the 2004 RTIP, including Amendment No. 11 in conformance with the SIP and RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 2<sup>nd</sup> day of September 2005.

\_\_\_\_\_  
CHAIRPERSON

ATTEST: \_\_\_\_\_  
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.  
ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Baja California/Mexico.