

TRANSPORTATION COMMITTEE

April 16, 2010

AGENDA ITEM NO.: 4

Action Requested: APPROVE

2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 24

File Number 1500300

Introduction

On July 25, 2008, the Board of Directors adopted the 2008 Regional Transportation Improvement Program (RTIP), the multiyear program of proposed major highway, arterial, transit, and bikeway projects in the San Diego region covering the period FY 2009 to FY 2013. The 2009 Federal State Transportation Improvement Program (FSTIP) which includes the SANDAG 2008 RTIP received federal approval on November 17, 2008.

Recommendation

The Transportation Committee is asked to approve Amendment No. 24 to the 2008 Regional Transportation Improvement Program.

Background

There are two types of RTIP amendments, formal and administrative. Formal amendments require, among other things, a 15-day public notice period while administrative amendments are considered minor in nature and do not require a public notice period. Chapter 2 of the adopted 2008 RTIP provides additional details regarding the difference between formal and administrative amendments. The proposed Amendment No. 24 is considered administrative. The federal agencies delegated the approval of administrative amendments to the state, thereby streamlining the approval process.

Discussion

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. Projects included in Amendment No. 24 were identified as needing an amendment due to timing related issues. As the fiscal year end nears, SANDAG undergoes a process to ensure that all federal formula funds apportioned to the region are programmed up to the amount available. As a result of this exercise, few projects are proposed to be amended in order to ensure that the region does not lose any funds available.

Below are the projects proposed to be amended; additional information is included in Attachment 1.

San Diego Association of Governments

- Freeway Service Patrol (SAN03A): This amendment proposes to reduce the federal Regional Surface Transportation Program (RSTP) funds in FY 2010 in response to a reduction in the state Freeway Service Patrol funds. The total project is reduced to \$18,920,000.

- Non-Motorized Projects (SAN21): At the March 26, 2010 meeting, the Board of Directors approved a partial funding exchange between the Bayshore Bikeway project and funding from the federal Transportation Enhancement (TE) program included under the Smart Growth Incentive Program (see V05 below). This amendment reflects that Board action by increasing the overall non-motorized program to \$29,985,000.
- Coastal Rail Corridor (SAN114): The reduction of RSTP from SAN03A as well as under the Coastal Rail Trail project, V02 (see below) leaves a balance of RSTP for FY 2010. In order to ensure all available RSTP funds are programmed and obligated this fiscal year, this amendment proposes to increase the RSTP share under this project. The total project remains \$19,100,000 but with additional 'savings' for *TransNet*-Major Corridors (MC) funds.

Various Agencies

- Coastal Rail Trail (V02): The City of Oceanside has determined that it is unable to obligate the \$2 million in RSTP funds programmed in FY 2010. The Cities of Carlsbad and San Diego have come forward with a need of approximately \$933,000 in RSTP funds. This amendment proposes to reduce the RSTP to the \$933,000 needed and move the remaining funds to SAN114 (see above). The total programmed is reduced to \$12,846,000.
- Smart Growth Incentive Program (V04): At the March 26, 2010 meeting, the SANDAG Board approved a partial funding exchange between the Bayshore Bikeway project (SAN21 above) and this project. This amendment reflects that Board action which reduces the project total to \$27,859,000.

Fiscal Constraint Analysis

Federal regulations require the 2008 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers.

As an administrative amendment, an updated fiscal constraint analysis is not required. The proposed changes included in Amendment No. 24 do not affect the fiscal constraint as submitted as part of Amendment No. 20, the last formal amendment to the 2008 RTIP. Chapter 4 of the Final 2008 RTIP discusses in detail the financial capacity analysis of major program areas, including discussion of available revenues. The 2008 RTIP, including Amendment No. 24, continues to be reasonable when considering available funding sources.

Air Quality Analysis

On July 25, 2008, SANDAG found the 2008 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan (SIP) for the San Diego region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the *2030 San Diego Regional Transportation Plan: Pathways for the Future* (2030 RTP)

and the 2008 RTIP. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly approved the conformity determination for the 2008 RTIP and the conformity redetermination for the 2030 RTP on November 17, 2008. On January 22, 2010, an additional Air Quality analysis was approved by the Board of Directors for all capacity-increasing projects included in Amendment No. 16 which was subsequently approved jointly by FHWA and FTA on February 19, 2010.

Projects in RTIP Amendment No. 24 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). Amendment No. 24 does not interfere with the timely implementation of Transportation Control Measures. The 2008 RTIP, including Amendment No. 24, remains in conformance with the SIP.

LAUREN WARREM
Director of Finance (Acting)

Attachment: 1. Table 1, Amendment No. 24

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Table 1
2010 Regional Transportation Improvement Program
Amendment No. 24
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN03A		Capacity Status: NCI					RTIP #: 08-24			
TITLE: Freeway Service Patrol		Exempt Category: Safety - Non signalization traffic control and operating								
DESCRIPTION: Countywide - provides rapid removal of disabled vehicles; joint project between SANDAG, Caltrans and CHP to alleviate traffic congestion associated with non-recurring incidents										
CHANGE REASON: Reduce funding										
										EST TOTAL COST: \$18,920
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FSP	\$14,322		\$2,895	\$2,742	\$2,895	\$2,895	\$2,895			\$14,322
Local Funds	\$1,016		\$351	\$340	\$325					\$1,016
RSTP	\$3,582		\$724	\$686	\$724	\$724	\$724			\$3,582
TOTAL	\$18,920		\$3,970	\$3,768	\$3,944	\$3,619	\$3,619			\$18,920
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FSP	\$14,475		\$2,895	\$2,895	\$2,895	\$2,895	\$2,895			\$14,475
Local Funds	\$1,016		\$351	\$340	\$325					\$1,016
RSTP	\$3,620		\$724	\$724	\$724	\$724	\$724			\$3,620
TOTAL	\$19,111		\$3,970	\$3,959	\$3,944	\$3,619	\$3,619			\$19,111

MPO ID: SAN21		Capacity Status: NCI					RTIP #: 08-24			
TITLE: Non-motorized Projects										
DESCRIPTION: Various locations countywide - lump sum for non-motorized projects (See CHV53)										
CHANGE REASON: Increase funding										
										EST TOTAL COST: \$29,985
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5316 - JARC	\$168	\$168								\$168
Local Funds	\$11,743	\$750	\$3,196	\$7,191	\$605			\$2,061		\$9,682
STIP-RIP STP TE	\$1,426			\$1,426						\$1,426
STIP-RIP State Cash	\$185			\$185						\$185
TDA - Bicycles	\$8,279	\$5,440	\$10	\$2,828				\$2,490		\$5,789
TransNet - B	\$4,129	\$4,089	\$40					\$425		\$3,704
TransNet - BPNS	\$3,820		\$450	\$3,370				\$635		\$3,185
TransNet - L (Cash)	\$235		\$235							\$235
TOTAL	\$29,985	\$10,447	\$3,931	\$15,000	\$605			\$5,611		\$24,374
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5316 - JARC	\$168	\$168								\$168
Local Funds	\$11,742	\$750	\$3,196	\$7,191	\$605			\$2,061		\$9,682
TDA - Bicycles	\$8,278	\$5,440	\$10	\$2,828				\$2,490		\$5,789
TransNet - B	\$4,129	\$4,089	\$40					\$425		\$3,704
TransNet - BPNS	\$4,713		\$450	\$4,263				\$450		\$4,263
TransNet - L (Cash)	\$235		\$235							\$235
TOTAL	\$29,265	\$10,447	\$3,931	\$14,282	\$605			\$5,426		\$23,841

**2010 Regional Transportation Improvement Program
Amendment No. 24
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN114 Capacity Status: NCI RTIP #: 08-24
 TITLE: Coastal Rail Corridor
 DESCRIPTION: From Camp Pendleton to City of San Diego along the LOSSAN Corridor; design track improvements;
 SANDAG ID 1239802 to 1239808
 CHANGE REASON: Revise funding between fiscal years
 EST TOTAL COST: \$19,100

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Prop. 116	\$501			\$501				\$501		
RSTP	\$11,738			\$11,738				\$11,738		
TCRP	\$1,000			\$1,000				\$1,000		
TransNet - MC	\$5,861			\$3,210	\$2,651			\$5,861		
TOTAL	\$19,100			\$16,449	\$2,651			\$19,100		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
<i>Prop. 116</i>	<i>\$501</i>			<i>\$501</i>				<i>\$501</i>		
<i>RSTP</i>	<i>\$11,454</i>			<i>\$11,454</i>				<i>\$11,454</i>		
<i>TCRP</i>	<i>\$1,000</i>			<i>\$1,000</i>				<i>\$1,000</i>		
<i>TransNet - MC</i>	<i>\$6,145</i>			<i>\$3,005</i>	<i>\$3,140</i>			<i>\$6,145</i>		
TOTAL	\$19,100			\$15,960	\$3,140			\$19,100		

**2010 Regional Transportation Improvement Program
Amendment No. 24
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V02 Capacity Status: NCI RTIP #: 08-24
 TITLE: Coastal Rail Trail Exempt Category: Air Quality - Bicycle and pedestrian facilities
 DESCRIPTION: Coastal Rail Trail from Oceanside to San Diego - multi-jurisdictional class I bike & pedestrian trail along the Coaster ROW
 CHANGE REASON: Reduce funding
 EST TOTAL COST: \$12,846

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$4,665	\$4,665						\$1,399		\$3,266
RSTP	\$933			\$933				\$933		
STIP-RIP STP TE	\$5,114	\$5,114						\$1,220		\$3,894
TDA	\$651	\$651						\$467		\$184
TransNet - B	\$1,483	\$1,211		\$272				\$663		\$820
TOTAL	\$12,846	\$11,641		\$1,205				\$4,682		\$8,164

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$4,665	\$4,665						\$1,399		\$3,266
RSTP	\$2,099			\$2,099						\$2,099
STIP-RIP STP TE	\$5,114	\$5,114						\$1,220		\$3,894
TDA	\$651	\$651						\$467		\$184
TransNet - B	\$1,483	\$1,211		\$272				\$391		\$1,092
TOTAL	\$14,012	\$11,641		\$2,371				\$3,477		\$10,535

**2010 Regional Transportation Improvement Program
Amendment No. 24
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V04 Capacity Status: NCI RTIP #: 08-24
 TITLE: Smart Growth Incentive Program
 DESCRIPTION: Lump Sum for Transportation Enhancement Activities (TE) Program including enhancement of sidewalks and pedestrian plazas (landscaping, kiosks, trees, lighting, benches), intersection bulb-outs, traffic calming, landscaping and safety enhancements, and enhanced pedestrian amenities around transit stations
 CHANGE REASON: Reduce funding
 EST TOTAL COST: \$27,859

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
ARRA-TE	\$4,002		\$4,002							\$4,002
Local Funds	\$280		\$280					\$280		
SHOPP - State Cash	\$138	\$138								\$138
SHOPP STP - TE	\$1,062	\$1,062								\$1,062
STIP-RIP STP TE	\$19,019	\$7,841	\$4,296	\$3,328	\$3,554			\$740		\$18,279
STIP-RIP State Cash	\$2,465	\$1,016	\$557	\$431	\$461			\$96		\$2,369
TransNet - BPNS	\$893				\$893					\$893
TOTAL	\$27,859	\$10,057	\$9,135	\$3,759	\$4,908			\$1,116		\$26,743

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
ARRA-TE	\$4,002		\$4,002							\$4,002
Local Funds	\$280		\$280					\$280		
SHOPP - State Cash	\$138	\$138								\$138
SHOPP STP - TE	\$1,062	\$1,062								\$1,062
STIP-RIP STP TE	\$20,445	\$7,841	\$4,296	\$4,754	\$3,554			\$740		\$19,705
STIP-RIP State Cash	\$2,650	\$1,016	\$557	\$616	\$461			\$96		\$2,554
TOTAL	\$28,577	\$10,057	\$9,135	\$5,370	\$4,015			\$1,116		\$27,461

**2010 Regional Transportation Improvement Program
Amendment No. 24
San Diego Region (in \$000s)**

RTIP Fund Types

AC	=	Advanced Construction
ARRA	=	American Recovery and Reinvestment Act (Federal Stimulus Program)
BIA	=	Bureau of Indian Affairs
BIP	=	Border Infrastructure Program (Federal under SAFETEA-LU)
BTA	=	Bicycle Transportation Account (State)
CBI	=	Corridors and Borders Infrastructure Program (Federal under TEA-21)
CMAQ	=	Congestion Mitigation and Air Quality (Federal formula)
CMIA	=	Corrdior Mobility Improvement Account (Prop. 1B state bond)
DEMO	=	High Priority Demonstration Program under TEA-21 (Federal discretionary)
DEMO-Sec 115	=	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	=	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
FSP	=	Freeway Service Patrol (State legislation)
HBP	=	Highway Bridge Program under SAFETEA-LU (Federal)
HBRR	=	Highway Bridge Repair and Rehabilitation under TEA-21 (Federal)
HES	=	Hazard Elimination System (Federal administered by Caltrans)
HPP	=	High Priority Demonstration Program under SAFETEA-LU (Federal discretionary)
HRCSA	=	Highway-Railroad Crossing Safety Account (Prop. 1B state bond)
HSIP	=	Highway Safety Improvement Program (State administered by Caltrans)
IBRC	=	Innovative Bridge Research & Construction (Federal)
IM	=	Interstate Maintenance Discretionary (Federal)
IRR	=	Indian Reservation Roads program (Federal)
ITS	=	Intelligent Transportation System (Federal)
NCPD	=	National Corridor Planning & Development (Federal - same as CBI)
NHS	=	National Highway System
PLH	=	Public Lands Highway (Federal)
PTA	=	Public Transportation Account (State)
PTMISE	=	Public Transportation Modernization, Improvement, and Service Enhancement (Prop. 1B state bond)
RSTP	=	Regional Surface Transportation Program (Federal)
RTP	=	Recreational Trails Program (Federal)
SHOPP	=	State Highway Operation & Protection Program (for Caltrans use only)
SRTS	=	Safe Routes to School (Federal program administered by Caltrans)
STIP-IIP	=	State Transportation Improvement Program - Interregional Program (State)
STIP-RIP	=	State Transportation Improvement Program - Regional Improvement Program (State)
Section 5307	=	Federal Transit Administration Urbanized Area Formula Program
Section 5309 (Bus)	=	Federal Transit Administration Discretionary Program

**2010 Regional Transportation Improvement Program
Amendment No. 24
San Diego Region (in \$000s)**

Section 5309 (FG)	=	Federal Transit Administration Fixed Guideway Modernization (Formula program)
Section 5309 (NS)	=	Federal Transit Administration Discretionary - New Starts Program (Discretionary)
Section 5310	=	Federal Transit Administration Elderly & Disabled Program (Discretionary allocated by CTC)
Section 5311	=	Federal Transit Administration Rural Program (Formula and Discretionary)
Section 5316 (JARC)	=	Federal Transit Administration Jobs Access Reverse Commute (Discretionary)
Section 5317 (NF)	=	Federal Transit Administration New Freedom
TCIF	=	Trade Corridor Improvement Fund (Prop. 1B state bond)
TCRP	=	Traffic Congestion Relief Program (State)
TCSP	=	Transportation & Community & System Preservation (Federal)
TDA	=	Transportation Development Act (State)
TDA-B	=	Transportation Development Act-Bicycle & Pedestrian Facilities (State)
TEA/TE	=	Transportation Enhancement Activities Program (Federal)
TLSP	=	Traffic Light Synchronization Program (Prop. 1B state bond)
TSGP	=	Transit Security Grant Program (Federal Homeland Security Office)
TSM	=	Transportation Systems Management (State)
TransNet-78	=	Prop. A Local Transportation Sales Tax - SR 78 (Local)
TransNet-ADA	=	Prop. A Local Transportation Sales Tax - compliance with federal Americans with Disabilities Act (Local)
TransNet-B	=	Prop. A Local Transportation Sales Tax - Bike (Local)
TransNet-BNSP	=	Prop. A Local Transportation Sales Tax extension - Bicycle and Neighborhood Safety Program (Local)
TransNet-BRT/Ops	=	Prop. A Local Transportation Sales Tax extension- Bus Rapid Transit/New Service (Local)
TransNet-Border	=	Prop. A Local Transportation Sales Tax extension - Border, part of Major Corridor (Local)
TransNet-H	=	Prop. A Local Transportation Sales Tax - Highway (Local)
TransNet-L	=	Prop. A Local Transportation Sales Tax - Local Streets & Roads (Local)
TransNet-LSI	=	Prop. A Extension Local Transportation Sales Tax extension - Local System Improvements (Local)
TransNet-MC	=	Prop. A Extension Local Transportation Sales Tax extension - Major Corridors (Local)
TransNet-REMP	=	Prop. A Extension Local Transportation Sales Tax extension - Regional Environmental Mitigation (Local)
TransNet-S&D	=	Prop. A Local Transportation Sales Tax - Senior/Disabled (Local)
TransNet-SS	=	Prop. A Extension Local Transportation Sales Tax extension - Senior Services (Local)
TransNet-T	=	Prop. A Local Transportation Sales Tax - Transit (Local)
TransNet-TSI	=	Prop. A Extension Local Transportation Sales Tax extension - Transit System Improvements (Local)