

TRANSPORTATION COMMITTEE

April 3, 2009

AGENDA ITEM NO.: **3****Action Requested: APPROVE**2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NOS. 7 AND 8

File Number 4000600

Introduction

On July 25, 2008, the SANDAG Board of Directors adopted the 2008 Regional Transportation Improvement Program (RTIP), the five-year 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 SANDAG's 2008 RTIP received federal approval on November 17, 2008.

Recommendation

The Transportation Committee is asked to (1) approve Amendment No. 7 to the 2008 RTIP revising SR 905 funding, and (2) recommend that the Board of Directors approve Amendment No. 8 to the 2008 RTIP and approve an amendment to the FY 2009 capital budget for SANDAG transit capital projects.

Background

There are two types of 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 Board adopted 2008 RTIP provides additional details regarding the difference between formal and administrative amendments. The RTIP amendment process section of the 2008 RTIP is included in Attachment 1. The proposed Amendment Nos. 7 and 8 are considered administrative. At the February 20, 2009 meeting the Transportation Committee approved formal Amendment No. 5 which programmed the estimated revenues for both the FHWA and FTA programs. That action allows agencies to program the ARRA funds in Amendment Nos. 7 and 8 administratively, expediting the approval process.

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. This amendment is outside of the regular quarterly cycle in response to the urgency related to the programming of ARRA funds in the RTIP.

Discussion

The president signed into law the American Recovery and Reinvestment Act (ARRA) on February 17, 2009. The Federal Highway Administration (FHWA) issued a notice of apportionment on March 2, 2009. The Board, at its March 27, 2009, meeting, received a report on the apportionment levels for the San Diego region along with strategies for programming the funds.

At the March 27, 2009, Board of Directors meeting, staff reported that Caltrans planned to fund the SR 905 project with its share of the FHWA component of the ARRA funds. Based on the commitment received from Caltrans, Amendment No. 7 reflects the revised funding for SR 905. The construction contract award had been delayed due to the state funding crisis but can now proceed

by exchanging a portion of the Trade Corridor Infrastructure Fund (TCIF) program with the Interregional Program (IIP) within the State Transportation Improvement Program (STIP) of the federal ARRA. Attachment 2 provides additional details.

The Federal Transit Administration (FTA) issued the Federal Register publishing the various apportionments on March 5. For the San Diego region, funding is available from the following programs: \$80.8 million in the Section 5307 Urbanized Area program, \$2.9 million in the Section 5309 Fixed Guideway Modernization program, and \$980,238 in the Section 5311 Nonurbanized Area program. Consistent with historical practice, the Section 5307 and 5309 funds are allocated 70 percent for Metropolitan Transit System (MTS) and 30 percent for North County Transit District (NCTD) while the Section 5311 funds are allocated based on rural population within each agency's service area.

For the FTA programs, the regions have 180 days from March 5 to obligate the ARRA funds; otherwise, FTA will redistribute the funds. In anticipation of this timeline, SANDAG has been working with both MTS and NCTD to identify regionally significant transit projects. The projects identified under the ARRA program were developed as part of the overall transit Capital Improvement Program (CIP) which includes the regular 5307 and 5309 formula programs. The FY 2010 CIP and the five-year capital project requirements are scheduled for review at the April 17, 2009, Transportation Committee meeting and approval at the April 24, 2009, Board of Directors meeting. This amendment should be viewed from an overall transit capital program perspective which includes shifting of funds between phases, fiscal years, and projects resulting in increases or decreases to project funding. This shifting of funds allows the transit districts to better manage their overall need between capital and operating programs. Due to the urgency to obligate the ARRA funds, this amendment is moving forward prior to approval of the FY 2010 CIP. Following are the identified projects under ARRA:

North County Transit District:

- **Preventive Maintenance (NCTD02):** This amendment proposes to add \$4 million in FTA 5307 ARRA funding as well as increase the regular 5307 and 5309 funding in FY 2009. With this increase NCTD plans to free up other funding to use for operating purposes. The total project increases to \$121,945,000.
- **Bus/ADA/Revenue Vehicle Purchases and Related Equipment (NCTD05):** This amendment proposes to add \$578,000 in FTA 5311 ARRA funds in FY 2009. Funding is reduced for the remainder of the fiscal years such that the total project decreases to \$39,753,000.
- **Bus/Rail Support Equipment and Facility (NCTD06):** In addition to adding \$3.5 million in FTA 5307 ARRA funding, this amendment proposes to add transit security grant funding and funding from the Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement (PTMISE) program. Total project increases to \$19,917,000.
- **Fixed Route Bus Shelters and Stops (NCTD07):** This amendment proposes to add \$245,000 in FTA 5307 ARRA funding. Funding is reduced for the remainder of the fiscal years such that the total project decreases to \$2,434,000.
- **Rail-ROW Improvements (NCTD18):** This amendment proposes to add \$3 million in FTA 5307 and \$862,000 in 5309 ARRA funding. Funding is reduced for the remainder of the fiscal years such that the total project decreases to \$16,468,000.

- **Bridge & Infrastructure Program (NCTD22):** See project V09 below.
- **San Luis Rey Transit Center (NCTD41):** See project SAN96 below.

Metropolitan Transit System:

- **Bus & Rail Rolling Stock Purchases (MTS28):** This amendment proposes to add \$402,000 in FTA 5311 ARRA funding in FY 2009. Total project increases to \$156,072,000.

Metropolitan Transit System/SANDAG:

In coordination with SANDAG, MTS has determined that the projects identified for ARRA funding would be considered regional construction types of projects and in keeping with SB1703, SANDAG will implement these projects on behalf of MTS.

- **Rail Electrification & Power Distribution (SAN39):** This amendment proposes to add \$12 million in FTA 5307 ARRA funding to replace worn-out contact wires and associated hardware. Total project increases to \$24,249,000.
- **Blue Line Upgrade (SAN66):** This amendment proposes to add \$44.6 million in FTA 5307 and \$2 million in FTA 5309 ARRA funding in FY 2009. With a refined cost estimate, funding in the next five years is reduced from the prior program to \$77,381,000; however, the total project cost remains \$114,695,000.

North County Transit District/SANDAG:

- **Bridge & Infrastructure Program (V09):** This project replaces NCTD22 above and adds \$12 million in FTA 5307 ARRA funding. One of the components of this project is the replacement of the Trestles bridge. This is the highest priority for NCTD which includes replacement of a timber trestle railroad bridge near the Orange County line with a new bridge built with steel and concrete. In keeping with SB 1703, SANDAG will implement this important project on behalf of NCTD while NCTD continues to implement other parts of the overall bridge and infrastructure program. The total project programmed is \$45,285,000.
- **San Luis Rey Transit Center (SAN96):** This project is being transferred from NCTD to SANDAG. Upon completion of the design phase by NCTD, SANDAG will construct the transit center. In addition to the change in lead agency, this amendment proposes to add \$1.5 million in FTA 5307 ARRA funding. Total project increases to \$7,828,000

The FTA funds provide for pre-award authority which allows SANDAG to enter into contracts prior to the actual obligation (grant approval) of funds. With the priority given to these ARRA funded projects, an amendment to the FY 2009 budget for these capital projects provides the necessary financial commitment to award contracts.

Attachment 3 provides the details by project for Amendment No. 8. Attachment 4 provides the budget amendments for the specified SANDAG transit projects (Rail Electrification & Power Distribution, Blue Line Upgrade, and Trestles Bridge). The budget amendment for the San Luis Rey Transit Center project will be provided for Board approval at the next opportunity pending receipt of project status.

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 Nos. 7 and 8 do not affect the fiscal constraint as submitted as part of Amendment No. 5, the last formal amendment. 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 Nos. 7 and 8, continue 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 FHWA and the FTA jointly approved the conformity determination for the 2008 RTIP and the conformity redetermination for the 2030 RTP on November 17, 2008.

Projects in RTIP Amendment Nos. 7 and 8 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). All capacity-increasing projects, including SR 905 in Amendment No. 7 were included in the quantitative emissions analysis conducted for the 2030 RTP and 2008 RTIP. All other projects included in Amendment No 8 are either noncapacity increasing or are exempt from the requirement to determine conformity according to the Transportation Conformity Rule (40 CFR §93.126). Amendment Nos. 7 and 8 do not interfere with the timely implementation of Transportation Control Measures. The 2008 RTIP, including Amendment Nos. 7 and 8, remains in conformance with the SIP.

RENÉE WASMUND
Director of Finance

- Attachments:
1. Excerpt from 2008 RTIP Related to Amendment Process
 2. Amendment No. 7 to the 2008 RTIP
 3. Amendment No. 8 to the 2008 RTIP
 4. FY 2009 Revised Capital Improvement Program Budgets

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Table 1
2008 Regional Transportation Improvement Program
Amendment No. 7
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL38 Capacity Status: CI RTIP #: 08-07
 TITLE: SR-905 New Freeway
 DESCRIPTION: From I-805 to Otay Mesa Port of Entry - construct 6-lane freeway (Phase 1)
 CHANGE REASON: Add new funding source
 EA NO: 093160 PPNO: 0374K EST TOTAL COST: \$450,500
 RTP PAGE NO: A-6
 EARMARK NO: HPP 2813, CA612

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
ARRA - STIP IIP	\$78,336		\$78,336							\$78,336
CBI	\$105,342	\$93,639	\$11,703					\$105,342		
DEMO - Sec 115	\$3,000	\$3,000						\$3,000		
DEMO - TEA 21	\$40,485	\$40,485						\$40,485		
HPP	\$12,000	\$4,720	\$7,280					\$520		\$11,480
STIP-IIP Interstate	\$100,666	\$100,666						\$12,944	\$28,087	\$59,635
STIP-IIP Prior NHS	\$6,406	\$6,406						\$1,976	\$4	\$4,426
STIP-IIP Prior State Cash	\$12,966	\$12,966						\$7,000	\$5,966	
STIP-IIP State Cash	\$23,296	\$23,296						\$1,933	\$9,176	\$12,187
STIP-RIP Interstate	\$20,974	\$20,974							\$11,912	\$9,062
STP	\$1,000	\$1,000							\$1,000	
STP - Sec 117	\$1,000	\$1,000							\$1,000	
TCRP	\$23,365	\$23,365							\$23,365	
Trade Corridor Program	\$13,269		\$13,269							\$13,269
TransNet - Border	\$8,395		\$720	\$2,650	\$2,424	\$2,601				\$8,395
TOTAL	\$450,500	\$331,517	\$111,308	\$2,650	\$2,424	\$2,601		\$24,373	\$229,337	\$196,790

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CBI	\$105,342	\$93,639	\$11,703					\$105,342		
DEMO - Sec 115	\$3,000	\$3,000						\$3,000		
DEMO - TEA 21	\$40,485	\$40,485						\$40,485		
HPP	\$12,000	\$4,720	\$7,280					\$520		\$11,480
STIP-IIP Interstate	\$100,666	\$100,666						\$12,944	\$28,087	\$59,635
STIP-IIP Prior NHS	\$6,406	\$6,406						\$1,976	\$4	\$4,426
STIP-IIP Prior State Cash	\$12,966	\$12,966						\$7,000	\$5,966	
STIP-IIP State Cash	\$23,296	\$23,296						\$1,933	\$9,176	\$12,187
STIP-RIP Interstate	\$20,974	\$20,974							\$11,912	\$9,062
STP	\$1,000	\$1,000							\$1,000	
STP - Sec 117	\$1,000	\$1,000							\$1,000	
TCRP	\$23,365	\$23,365							\$23,365	
Trade Corridor Program	\$91,605		\$91,605							\$91,605
TransNet - Border	\$8,395		\$720	\$2,650	\$2,424	\$2,601				\$8,395
TOTAL	\$450,500	\$331,517	\$111,308	\$2,650	\$2,424	\$2,601		\$24,373	\$229,337	\$196,790