

TRANSPORTATION COMMITTEE

November 12, 2010

AGENDA ITEM NO.: 3

Action Requested: APPROVE

2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 1

File Number 1500300

Introduction

On September 24, 2010, the Board of Directors adopted the 2010 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 2011 to FY 2015. The 2010 RTIP is a multi-billion dollar program of projects funded by federal, state, *TransNet* local sales tax, and other local funding sources. The 2011 Federal State Transportation Improvement Program (FSTIP), which incorporates the SANDAG 2010 RTIP, is scheduled to receive federal approval on December 15, 2010.

Recommendation

The Transportation Committee is asked to approve Amendment No. 1 to the 2010 Regional Transportation Improvement Program, subject to federal approval of the 2011 Federal State 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 2010 RTIP provides additional details regarding the differences between formal and administrative amendments. Amendment No. 1 is considered administrative because the proposed change only adds a new funding source and exchanges funding, which is consistent with the federally accepted administrative amendment procedures. The federal agencies delegated the approval of administrative amendments to the state, thereby streamlining the approval process.

Independent Taxpayer Oversight Committee

The Independent Taxpayer Oversight Committee (ITOC) is the independent citizen oversight committee that reviews *TransNet*-funded projects. The ITOC reviewed Amendment No. 1 at its October 13, 2010, meeting focusing its review on the *TransNet*-funded portion of this project. No significant comments were received.

Discussion

Generally, SANDAG does not process amendments while awaiting the final approval for the RTIP. However, the project listed below must obligate the federal funds as soon as the 2010 RTIP is approved. It is anticipated that Amendment No. 1 will be approved by the state soon after the 2010 RTIP is federally approved. The proposed changes are described below and additional details are included in Table 1 (Attachment 1).

Caltrans

I-805 HOV/Managed Lanes – South (CAL78C): Caltrans received \$975,000 in federal Interstate Maintenance Discretionary (IMD) funds. In order to begin using the IMD funds, Caltrans needs to obligate this money. This action would allow Caltrans to leverage federal funds, which reduces the amount of *TransNet* funds needed for this project. This amendment proposes to exchange a like amount of *TransNet*-Major Corridors (MC) with IMD funds. Also, this amendment reconciles prior year *TransNet*-MC based on actual funds expended through FY 2010. The total project remains at \$46,016,000.

Fiscal Constraint Analysis

Federal regulations require the 2010 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. 1 do not affect the fiscal constraint as submitted as part of the 2010 RTIP update. Chapter 4 of the Final 2010 RTIP discusses in detail the financial capacity analysis of major program areas, including discussion of available revenues. The 2010 RTIP, including Amendment No. 1, continues to be reasonable when considering available funding sources.

Air Quality Analysis

On September 24, 2010, SANDAG found the 2010 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 2010 RTIP. It is anticipated that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will approve the conformity determination for the 2010 RTIP and the conformity redetermination for the 2030 RTP as part of the 2011 FSTIP.

The proposed amendment does not reflect a change in the design, concept, or scope of the project or the conformity analysis years as modeled for the regional emissions analysis of the 2010 RTIP and 2030 RTP. The project in RTIP Amendment No. 1 meets the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). Amendment No. 1 does not interfere with the timely implementation of Transportation Control Measures. The 2010 RTIP, including Amendment No. 1, remains in conformance with the SIP.

LAUREN WARREM
Director of Finance

Attachment: 1. Table 1, 2010 Regional Transportation Improvement Program, Amendment No. 1

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

Caltrans

MPO ID: CAL78C		RTIP #:10-01								
Project Title:	I-805 HOV/Managed Lanes - South						EA NO: 08161			
Project Description:	From Palomar Street to Landis Street - preliminary engineering for future construction of managed lanes including design of 2 High Occupancy Vehicle (HOV) lanes in the median of I-805 for the South Bay Rapid Transit project including Direct Access Ramp (DAR) at Palomar Street						PPNO: 0730			
Change Reason:	Add new funding source						RTP PG NO: G-2, F-6			
						SANDAG ID: 1280501/510				
RT:805	Capacity Status:CI	Exempt Category:Non-Exempt								
Est Total Cost: \$46,016		Open to Traffic: Phase 1: Dec 2021								
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
IM	\$975		\$975					\$975		
Local Funds	\$180	\$180						\$180		
RSTP	\$5,661	\$4,113	\$1,548					\$5,661		
TransNet - MC	\$39,158	\$13,802	\$23,700	\$1,656				\$39,158		
TransNet - Transit	\$42	\$42						\$42		
TOTAL	\$46,016	\$18,137	\$26,223	\$1,656				\$46,016		
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
Local Funds	\$180	\$180						\$180		
RSTP	\$5,661	\$4,113	\$1,548					\$5,661		
TransNet - MC	\$40,133	\$21,621	\$16,856	\$1,656				\$40,133		
TransNet - Transit	\$42	\$42						\$42		
TOTAL	\$46,016	\$25,956	\$18,404	\$1,656				\$46,016		

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

RTIP Fund Types

<i>Federal Funding</i>	
ARRA	American Recovery and Reinvestment Act (Federal Stimulus Program)
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO	High Priority Demonstration Program under TEA-21
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)
DOE	Department of Energy
FRA	Federal Railroad Administration
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula program
FTA Section 5309 (NS)	Federal Transit Administration Discretionary - New Starts Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5316 (JARC)	Federal Transit Administration Jobs Access Reverse Commute
FTA Section 5317 (NF)	Federal Transit Administration New Freedom
HBP	Highway Bridge Program under SAFETEA-LU
HBRR	Highway Bridge Repair and Rehabilitation under TEA-21
HES	Hazard Elimination System (administered by Caltrans)
HPP	High Priority Program under SAFETEA-LU
HUD	Housing and Urban Development
IM	Interstate Maintenance Discretionary
IRR	Indian Reservation Roads program
ITS	Intelligent Transportation System
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
RTP	Recreational Trails Program
SRTS	Safe Routes to School (administered by Caltrans)
TCSP	Transportation & Community & System Preservation
TE	Transportation Enhancement Program
TIGER (ARRA)	Transportation Investment Generating Economic Recovery (Federal Stimulus)
TIGGER (ARRA)	Transit Investment for Greenhouse Gas and Energy Reduction (Federal Stimulus)
TSGP	Transit Security Grant Program

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

<u>State Funding</u>	
BTA	Bicycle Transportation Account
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)
FSP	Freeway Service Patrol
GARVEE	Grant Anticipated Revenue Vehicles
HSIP	Highway Safety Improvement Program
IRI	Intercity Rail Improvement (State Prop. 1B)
Prop 1A - High Speed Rail	High Speed Passenger Train Bond Program (State Prop. 1A)
PTA	Public Transportation Account
SHOPP	State Highway Operation & Protection Program
SLPP	State Local Partnership Program (State Prop. 1B)
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCRP	Traffic Congestion Relief Program
TLSP	Traffic Light Synchronization Program (State Prop. 1B)
TSM	Transportation Systems Management
<u>Local Funding</u>	
TDA	Transportation Development Act
TDA-B	Transportation Development Act-Bicycle & Pedestrian Facilities
TransNet-78	Prop. A Local Transportation Sales Tax - SR 78
TransNet-ADA	Prop. A Local Transportation Sales Tax - Transit
TransNet-B	Prop. A Local Transportation Sales Tax - Bike
TransNet-Border	Prop. A Extension Local Transportation Sales Tax - Border
TransNet-BPNS	Prop. A Local Transportation Sales Tax extension - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-BRT/Ops	Prop. A Extension Local Transportation Sales Tax - Bus Rapid Transit/New Service
TransNet-CP	Prop. A Local Transportation Sales Tax - Commercial Paper
TransNet-H	Prop. A Local Transportation Sales Tax - Highway
TransNet-L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
TransNet-LSG	Prop. A Extension Local Transportation Sales Tax - Local Smart Growth
TransNet-LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
TransNet-REMP	Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation Program
TransNet-SMIP	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
TransNet-SS	Prop. A Extension Local Transportation Sales Tax - Senior Services
TransNet-T	Prop. A Local Transportation Sales Tax - Transit
TransNet-TSI	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements