

# TRANSPORTATION COMMITTEE

January 7, 2011

AGENDA ITEM NO.: 6

Action Requested: APPROVE

2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:  
AMENDMENT NO. 4

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 multibillion dollar program of projects funded by federal, state, *TransNet* local sales tax, and other local funding sources. The 2011 Federal Statewide Transportation Improvement Program (FSTIP), which incorporates the SANDAG 2010 RTIP, was approved on December 14, 2010.

## Recommendation

The Transportation Committee is asked to approve Amendment No. 4 to the 2010 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 2010 RTIP provides additional details regarding the differences between formal and administrative amendments. Amendment No. 4 is considered administrative because the proposed change revises the fund type with no changes to the total project programmed. This 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.

## Discussion

SANDAG received a request from Caltrans to process an amendment due to the urgency related to the obligation of the federal funding immediately following the federal approval of the 2010 RTIP. The proposed change is described below and additional details are included in Table 1 (Attachment 1).

## *Caltrans*

Grouped Projects for State Minor Program (CAL213): Currently this lump sum program is funded with federal funds matched with state cash. However, due to the lack of state funds available, Caltrans will be using only federal funds for all eligible projects such as this Minor program. In lieu of using nonfederal funds as the match (state cash), Caltrans has opted to use toll credits as the match and increasing the total federal amount to fund the entire project. Toll credits allow states to use toll revenue expenditures as a credit toward the nonfederal match share. The state received approval to use toll credits from the Federal Highway Administration and the final guidelines for using toll credits were distributed on June 30, 2010.

The projects within this lump sum remain the same, this amendment proposes to eliminate state funds and increase the federal share. The total program remains \$5,402,000.

### *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 change included in Amendment No. 4 does not affect the fiscal constraint submitted as part of Amendment No. 2 to the 2010 RTIP, the last formal amendment that updated the financial capacity of the 2010 RTIP. 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. 4, 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. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved the conformity determination for the 2010 RTIP and the conformity redetermination for the 2030 RTP as part of the 2011 FSTIP on December 14, 2010.

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. 4 meets the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)) and all applicable transportation planning requirements per 23 CFR Part 450. The project in Amendment No. 4 is considered exempt from the requirement to determine conformity according to the Transportation Conformity Rule (40 CFR §93.126) and no further conformity determination is required. SANDAG followed interagency consultation procedures to determine that this project is exempt. Amendment No. 4 does not interfere with the timely implementation of Transportation Control Measures. The 2010 RTIP, including Amendment No. 4, remains in conformance with the SIP.

LAUREN WARREM  
Director of Finance

Attachment: 1. Table 1, 2010 Regional Transportation Improvement Program, Amendment No. 4

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**Table 1  
2010 Regional Transportation Improvement Program  
Amendment No. 4  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL213</b>		<b>RTIP #:10-04</b>
Project Title:	Grouped Projects for the State Minor Program	
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 - railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers	
Change Reason:	Delete fund source	
Capacity Status:	NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: <b>\$5,402</b>										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
Minor Program	\$5,402		\$5,402							\$5,402
<b>TOTAL</b>	<b>\$5,402</b>		<b>\$5,402</b>							<b>\$5,402</b>
<b>PROJECT PRIOR TO AMENDMENT</b>										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
Minor Program	\$4,782		\$4,782							\$4,782
Minor Program - St Cash	\$620		\$620							\$620
<b>TOTAL</b>	<b>\$5,402</b>		<b>\$5,402</b>							<b>\$5,402</b>

**2010 Regional Transportation Improvement Program  
Amendment No. 4  
San Diego Region (in \$000s)**

**RTIP Fund Types**

<b>Federal Funding</b>	
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
FTASection 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)
PLH	Public Lands Highway
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)

**2010 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

TSGP	Transit Security Grant Program
<b><i>State Funding</i></b>	
BTA	Bicycle Transportation Account
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)
CR	Congestion Relief
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
<b><i>Local Funding</i></b>	
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