

TRANSPORTATION COMMITTEE

March 18, 2011

AGENDA ITEM NO.: 9

Action Requested: APPROVE

2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 8

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 2011 Federal Statewide Transportation Improvement Program (FSTIP) which incorporates the SANDAG 2010 RTIP, received federal approval on December 14, 2010.

Recommendation

The Transportation Committee is asked to approve Amendment No. 8 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. 8 is considered administrative because the proposed change 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. 8 at its March 9, 2011, meeting focusing its review on the *TransNet*-funded portion of this amendment. There were no significant comments by the members.

Discussion

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. Two projects were identified as needing an amendment due to timing related issues. The proposed changes are described below with additional details included in Table 1 (Attachment 1).

San Diego Association of Governments

Grouped Projects for Bicycle and Pedestrian Facilities (SAN21): The Bayshore Bikeway project, part of the lump sum SAN21, is currently in the process of securing federal authorization to use Transportation Enhancement (TE) funds for construction. Caltrans ruled that an element of the construction work is not eligible for authorization under the construction phase, and should be included under the right-of-way phase and funded separately. In order to meet a California Transportation Commission final deadline to award the construction contract by June 30, 2011, SANDAG must program local funds in the right-of-way (RW) phase of this project. This amendment proposes to add \$20,000 in *TransNet* Bicycle, Pedestrian and Neighborhood Safety (BPNS) Program funds in order for the project to proceed on schedule. Total program increases to \$21,112,000.

San Diego County

Bradley Avenue Overpass at SR67 (CNTY21): This project received \$400,000 in federal High Priority Project (HPP) funds as part of the Federal Fiscal Year (FFY) 2010 appropriations. Currently the federal government is operating under a Continuing Resolution (CR) through March 18, 2011. While negotiations continue to fund the remainder of the federal fiscal year, there is discussion to rescind any FFY 2010 appropriations. Therefore, there is a risk that the County could lose this funding. In order to avoid this potential loss, this amendment proposes to program the HPP funds of \$400,000, including the local match of \$100,000. Once the amendment is approved, the County can begin the process to obligate the funds. Total project increases to \$6,295,000.

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. 8 does 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. 8, 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 and the Federal Transit Administration jointly approved the conformity determination for the 2010 RTIP and the conformity redetermination for the 2030 RTP 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. 8 meets the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). Amendment No. 8 does not interfere with the timely implementation of Transportation Control Measures. The 2010 RTIP, including Amendment No. 8, remains in conformance with the SIP.

LAUREN WARREM
Director of Finance

Attachment: 1. Table 1 – Amendment No. 8

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Table 1
2010 Regional Transportation Improvement Program
Amendment No. 8
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN21		RTIP #:10-08								
Project Title:		Grouped Projects for Bicycle and Pedestrian Facilities								
Project Description:		Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)								
Change Reason:		Increase funding								
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$21,112										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
Local Funds	\$9,899	\$9,144	\$755							\$9,899
STIP-RIP Prior State Cash	\$281		\$281							\$281
STPE-S RIP Prior	\$2,164		\$2,164							\$2,164
TDA - Bicycles	\$4,436	\$4,436								\$4,436
TransNet - B	\$1,795	\$1,449	\$347							\$1,795
TransNet - BPNS	\$2,171	\$1,188	\$983							\$2,171
TransNet - L (Cash)	\$16		\$16							\$16
TransNet - LSI	\$250		\$250							\$250
TransNet - LSI Carry Over	\$100		\$100							\$100
TOTAL	\$21,112	\$16,217	\$4,896							\$21,112
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
Local Funds	\$9,899	\$9,144	\$755							\$9,899
STIP-RIP Prior State Cash	\$281		\$281							\$281
STPE-S RIP Prior	\$2,164		\$2,164							\$2,164
TDA - Bicycles	\$4,436	\$4,436								\$4,436
TransNet - B	\$1,795	\$1,449	\$347							\$1,795
TransNet - BPNS	\$2,151	\$1,188	\$963							\$2,151
TransNet - L (Cash)	\$16		\$16							\$16
TransNet - LSI	\$250		\$250							\$250
TransNet - LSI Carry Over	\$100		\$100							\$100
TOTAL	\$21,092	\$16,217	\$4,876							\$21,092

**2010 Regional Transportation Improvement Program
Amendment No. 8
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY21		RTIP #:10-08									
Project Title: Bradley Avenue Overpass at SR 67							RAS (TA 7-49)				
Project Description: Bradley Avenue from Magnolia Ave. to Mollison Ave. - widen of Bradley Ave. including the SR-67 overpass from 2 to 4 lanes plus sidewalks							TransNet - LSI: CR				
Change Reason: Add new funding source, Increase funding											
Capacity Status:CI			Exempt Category:Non-Exempt								
Est Total Cost: \$6,295		Open to Traffic: Phase 1: Jun 2015									
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON	
HPP	\$400		\$400						\$400		
Local Funds	\$100		\$100						\$100		
RSTP	\$750	\$750						\$750			
TransNet - L	\$195	\$195						\$195			
TransNet - LSI	\$4,781	\$914	\$332	\$206	\$106	\$109	\$3,114	\$1,141	\$3,640		
TransNet - LSI Carry Over	\$69		\$69					\$69			
TOTAL	\$6,295	\$1,859	\$901	\$206	\$106	\$109	\$3,114	\$2,155	\$4,140		
<i>PROJECT PRIOR TO AMENDMENT</i>											
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON	
RSTP	\$750	\$750						\$750			
TransNet - L	\$195	\$195						\$195			
TransNet - LSI	\$4,781	\$914	\$332	\$206	\$106	\$109	\$3,114	\$1,197	\$3,584		
TransNet - LSI Carry Over	\$69		\$69					\$69			
TOTAL	\$5,795	\$1,859	\$401	\$206	\$106	\$109	\$3,114	\$2,211	\$3,584		

**2010 Regional Transportation Improvement Program
Amendment No. 8
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)
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
Amendment No. 8
San Diego Region (in \$000s)**

TSGP	Transit Security Grant Program
<i>State Funding</i>	
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
<i>Local Funding</i>	
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