

# TRANSPORTATION COMMITTEE

January 20, 2012

AGENDA ITEM NO.: 6

Action Requested: APPROVE

2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:  
AMENDMENT NO. 15

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. 15 to the 2010 Regional Transportation Improvement Program, pending allocation of funds by the California Transportation Commission at its January 25, 2012, meeting.

## 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. 15 is considered administrative because it 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 is processing an administrative amendment in addition to the regular quarterly amendment in order to allow Caltrans and SANDAG to obligate federal funds this fiscal year. The proposed project revision is provided below. Additional information is included in Table 1 (Attachment 1).

## *Various*

State Route 11 (V11) – This is a joint project between Caltrans and SANDAG. Currently the planning and feasibility study portion of the project is being implemented by SANDAG while Caltrans is performing the environmental clearance work. Due to this multi-agency effort, the project will need to be programmed under a new MPO ID in order to allow Caltrans and SANDAG to obligate federal funds; therefore this amendment proposes to change the MPO ID from CAL66 to V11 and also to increase the federal Corridors and Borders Infrastructure Program (CBI) by \$45,500,000 and reduce local funds by \$42,720,000. The increase in CBI funds would ensure completion of the feasibility study as well as fully fund the project through final design. In order to obligate the federal funds for this purpose, the funding must be programmed in an approved RTIP.

As a Proposition 1B Trade Corridors Improvement Fund program, any changes including funding must be approved by the California Transportation Commission (CTC). The programming and allocation of the CBI funds are scheduled for the January 25, 2012, meeting. An initial review of the proposal by the CTC at its December meeting did not generate any comments and CTC staff supports this programming change. This proposed amendment would take effect only after the CTC has taken action. Total project increases to \$722,901,000.

### *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. 15 does not affect the fiscal constraint submitted as part of Amendment No. 13 to the 2010 RTIP, the last federally approved formal amendment that updated the financial capacity for 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. 15, 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 2050 San Diego Regional Transportation Plan: *Our Region Our Future* (2050 RTP) and the 2010 RTIP. The Federal Highway Administration and the Federal Transit Administration jointly approved the conformity determination for the 2050 RTP and the conformity redetermination for the 2010 RTIP on December 2, 2011.

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 2050 RTP. The project in RTIP Amendment No. 15 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 2010 RTIP, including Amendment No. 15, remains in conformance with the SIP.

LAUREN WARREM  
Director of Finance

Attachment: 1. Table 1, 2010 Regional Transportation Improvement Program, Amendment No. 15

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**Table 1**  
**2010 Regional Transportation Improvement Program**  
**Amendment No. 15**  
**San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL66			DELETED					RTIP #:10-15		
Project Title:		State Route 11					EA NO: 05631			
Project Description:		From Border of Mexico east of SR 905/Otay Mesa Border Crossing to future SR 125/905 junction - from Britannia Blvd. overcrossing to SR 905/SR11 separation and on SR11 from SR905/SR11 separation to the Mexico Border - construction of 4-lane toll highway facility					PPNO: 0999			
Change Reason:		Delete project, Project moved to V11					RTP PG NO: A-6; B-5			
							EARMARK NO: CA393/740			
RT:11	Capacity Status:CI	Exempt Category:Non-Exempt								
Est Total Cost: \$0			Open to Traffic: Dec 2014							
	<b>TOTAL</b>	<b>PRIOR</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>14/15</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
	<b>TOTAL</b>									
PROJECT LAST AMENDED 10-02										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>14/15</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CBI	\$4,900	\$4,900						\$4,900		
HPP	\$800	\$800						\$800		
Prop 1B - TCIF	\$75,000				\$75,000					\$75,000
STIP-IIP NHS	\$6,882	\$6,882						\$6,882		
STIP-IIP Prior State Cash	\$5,200	\$5,200						\$5,200		
STIP-IIP State Cash	\$919	\$919						\$919		
Local Funds	\$626,420	\$123,070			\$503,350			\$42,690	\$80,380	\$503,350
<b>TOTAL</b>	<b>\$720,121</b>	<b>\$141,771</b>			<b>\$578,350</b>			<b>\$61,391</b>	<b>\$80,380</b>	<b>\$578,350</b>

**2010 Regional Transportation Improvement Program  
Amendment No. 15  
San Diego Region (in \$000s)**

**Various Agencies**

MPO ID: V11			RTIP #:10-15							
Project Title:	State Route 11							EA NO: 05631		
Project Description:	From Border of Mexico east of SR 905/Otay Mesa Border Crossing to future SR 125/905 junction - from Britannia Blvd. overcrossing to SR 905/SR11 separation and on SR11 from SR905/SR11 separation to the Mexico Border - construction of 4-lane toll highway facility. Toll Credits of \$5,079 will be used to match FY12 federal funds for the PE phase, Toll Credits of \$816 will be used to match FY12 federal funds for the ROW phase							PPNO: 0999		
Change Reason:	New project: Formally CAL66							RTP PG NO: A-6; B-5		
RT:11	Capacity Status:CI	Exempt Category:Non-Exempt								
Est Total Cost: <b>\$722,901</b>			Open to Traffic: Dec 2014							
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
CBI	\$50,400	\$4,900		\$45,500				\$44,100	\$6,300	
HPP	\$800	\$800						\$800		
Prop 1B - TCIF	\$75,000				\$75,000					\$75,000
STIP-IIP NHS	\$6,882	\$6,882						\$6,882		
STIP-IIP Prior State Cash	\$5,200	\$5,200						\$5,200		
STIP-IIP State Cash	\$919	\$919						\$919		
Local Funds	\$583,700				\$121,300	\$462,400		\$121,300	\$462,400	
<b>TOTAL</b>	<b>\$722,901</b>	<b>\$18,701</b>		<b>\$45,500</b>	<b>\$196,300</b>	<b>\$462,400</b>		<b>\$57,901</b>	<b>\$127,600</b>	<b>\$537,400</b>

**2010 Regional Transportation Improvement Program  
Amendment No. 15  
San Diego Region (in \$000s)**

**RTIP Fund Types**

<b><i>Federal Funding</i></b>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
HPP	High Priority Program under SAFETEA-LU
NHS	National Highway System (administered by Caltrans)
TE	Transportation Enhancement Program
<b><i>State Funding</i></b>	
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
TSM	Transportation Systems Management
<b><i>Local Funding</i></b>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds