

TRANSPORTATION COMMITTEE

July 20, 2012

AGENDA ITEM NO.: 3

Action Requested: APPROVE

2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 20

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. 20 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. 20 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 at the request of Caltrans, in order to program safety projects. At its March 2012 meeting, the CTC approved the 2012 State Highway Operations and Protection Program (SHOPP) that covers the four years from FY 2012-13 through FY 2015-16. Although all of the SHOPP projects are included in the 2012 RTIP Update; three of these projects need to begin the initial phase of work before the estimated December 2012 federal approval of the 2012 RTIP. As safety projects, they are considered a high priority.

The proposed revisions to these projects are described below. Additional information is included in Table 1 (Attachment 1).

Caltrans

For the SHOPP safety program, funds are programmed in the year of delivery allowing Caltrans to begin work prior to the year the funds are programmed. For all three projects listed below, the delivery year is in FY 2015 but in order to begin work in FY 2013, the projects must be programmed in the current RTIP. This amendment proposes to increase funding for the following grouped project listings:

- Grouped Projects for Safety Improvements – SHOPP Collision Reduction (CR) Program (CAL46B) – \$85,218,000
- Grouped Projects for Bridge Preservation (CAL46D) – \$18,612,000
- Grouped Projects for Safety Improvements – SHOPP Mandates Program (CAL46I) – \$68,153,000

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. 20 does not affect the fiscal constraint submitted as part of Amendment No. 17 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. 20, continues to be reasonable when considering available funding sources.

Air Quality Analysis

On September 24, 2010, the Board of Directors 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 redetermination for the 2010 RTIP and the conformity determination for the 2050 RTP 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. 20 meets the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)), and SANDAG followed interagency consultation procedures to determine that these projects are exempt adhering to all applicable transportation planning requirements per 23 CFR Part 450. The 2010 RTIP, including Amendment No. 20, remains in conformance with the SIP.

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Director of Finance

Attachment: 1. Table 1, 2010 Regional Transportation Improvement Program, Amendment No. 20

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Table 1
2010 Regional Transportation Improvement Program
Amendment No. 20
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL46B			RTIP #:10-20							
Project Title:	Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program									
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -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:	Increase funding									
Capacity Status:NCI			Exempt Category:Safety - Pavement marking demonstration							
Est Total Cost: \$85,218										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
SHOPP - CR - NHS (AC)	\$9,747			\$3,585		\$6,162				\$9,747
SHOPP - CR - STP (AC)	\$67,251		\$18,316	\$12,308	\$24,586	\$5,377	\$6,664			\$67,251
SHOPP - CR - State Cash	\$8,220		\$2,373	\$2,059	\$2,488	\$1,299				\$8,220
TOTAL	\$85,218		\$20,689	\$17,952	\$27,074	\$12,838	\$6,664			\$85,218
PROJECT LAST AMENDED 10-19										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
SHOPP - CR - NHS (AC)	\$9,747			\$3,585		\$6,162				\$9,747
SHOPP - CR - STP (AC)	\$59,075		\$18,316	\$12,308	\$24,586	\$3,865				\$59,075
SHOPP - CR - State Cash	\$8,220		\$2,373	\$2,059	\$2,488	\$1,299				\$8,220
TOTAL	\$77,042		\$20,689	\$17,952	\$27,074	\$11,326				\$77,042

MPO ID: CAL46D			RTIP #:10-20							
Project Title:	Grouped Projects for Bridge Preservation									
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 category - widening narrow pavements or reconstructing bridges (no additional lanes)									
Change Reason:	Increase funding									
Capacity Status:NCI			Exempt Category:Safety - Non capacity widening or bridge reconstruction							
Est Total Cost: \$18,612										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$16,795		\$1,449	\$10,352	\$2,224		\$2,770			\$16,795
SHOPP-State Cash-Bridge(HBP)	\$1,817		\$188	\$1,341	\$288					\$1,817
TOTAL	\$18,612		\$1,637	\$11,693	\$2,512		\$2,770			\$18,612
PROJECT LAST AMENDED 10-18										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$15,732		\$1,449	\$10,352	\$2,224		\$1,707			\$15,732
SHOPP-State Cash-Bridge(HBP)	\$1,817		\$188	\$1,341	\$288					\$1,817
TOTAL	\$17,549		\$1,637	\$11,693	\$2,512		\$1,707			\$17,549

**2010 Regional Transportation Improvement Program
Amendment No. 20
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL46I			RTIP #:10-20							
Project Title:	Group Projects for Safety Improvements - SHOPP Mandates Program									
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -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:	Increase funding									
Capacity Status:NCI			Exempt Category:Other - Plantings, landscaping, etc							
Est Total Cost: \$68,153										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
SHOPP (AC)-Mandates	\$60,829		\$1,348	\$736	\$27,262	\$27,183	\$4,300			\$60,829
SHOPP-State Cash-Mandates	\$7,324		\$175	\$95	\$3,532	\$3,522				\$7,324
TOTAL	\$68,153		\$1,523	\$831	\$30,794	\$30,705	\$4,300			\$68,153
PROJECT LAST AMENDED 10-09										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
SHOPP (AC)-Mandates	\$56,529		\$1,348	\$736	\$27,262	\$27,183				\$56,529
SHOPP-State Cash-Mandates	\$7,324		\$175	\$95	\$3,532	\$3,522				\$7,324
TOTAL	\$63,853		\$1,523	\$831	\$30,794	\$30,705				\$63,853

**2010 Regional Transportation Improvement Program
Amendment No. 20
San Diego Region (in \$000s)**

RTIP Fund Types

<i>Federal Funding</i>	
HBP	Highway Bridge Program under SAFETEA-LU
NHS	National Highway System (administered by Caltrans)
TE	Transportation Enhancement Program
<i>State Funding</i>	
SHOPP	State Highway Operation & Protection Program
STA	State Transit Assistance
TSM	Transportation Systems Management