

TRANSPORTATION COMMITTEE

September 7, 2012

AGENDA ITEM NO.: 3

Action Requested: APPROVE

2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 21

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. 21 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. 21 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 order to allow federal funds to be obligated. Although this project is included in the 2012 RTIP Update, this project needs to begin the next phase of work before the estimated December 2012 federal approval of the 2012 RTIP.

The proposed revision to this project is described below. Additional information is included in Table 1 (Attachment 1).

San Diego Association of Governments

San Ysidro Intermodal Freight Facility/South Line Rail (SAN27) – This amendment proposes to revise federal Demonstration (DEMO) funding between phases in order to be obligated. Total project remains at \$148,770,000.

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. 21 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. 21, 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. 21 meets the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)), and SANDAG followed interagency consultation procedures to determine that this project is exempt adhering to all applicable transportation planning requirements per 23 CFR Part 450. The 2010 RTIP, including Amendment No. 21, remains in conformance with the SIP.

ANDRÉ DOUZDJIAN
Director of Finance

Attachment: 1. Table 1, 2010 Regional Transportation Improvement Program, Amendment No. 21

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Table 1
2010 Regional Transportation Improvement Program
Amendment No. 21
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN27		RTIP #:10-21								
Project Title:	San Ysidro Intermodal Freight Facility/South Line Rail							RTP PG NO: A-5		
Project Description:	From Commercial St. to International Border - SD&AE freight facility and South Line Mainline in San Ysidro - expansion of freight yard including adding storage racks and construction of truck-loading staging area; upgrading of freight railway including crossovers and signals							SANDAG ID: 1300601, 1300602		
Change Reason:	Revise funding between fiscal years, Revise funding between phases									
Capacity Status:NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$148,770										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
CBI	\$600	\$600						\$600		
DEMO - TEA 21	\$9,980	\$3,232	\$2,080		\$4,668			\$3,232	\$2,080	\$4,668
Prop 1B - TCIF	\$123,960		\$98,060		\$25,900					\$123,960
<i>TransNet</i> - Border	\$14,230	\$1,457	\$1,508	\$5,694	\$2,200	\$1,600	\$1,771	\$5,807	\$2,852	\$5,571
TOTAL	\$148,770	\$5,289	\$101,648	\$5,694	\$32,768	\$1,600	\$1,771	\$9,639	\$4,932	\$134,199

* \$1.2M included in OWP 34200

PROJECT LAST AMENDED 10-09										
	TOTAL	PRIOR	10/11	11/12	12/13	13/14	14/15	PE	RW	CON
CBI	\$600	\$600						\$600		
DEMO - TEA 21	\$9,980	\$3,232	\$6,748					\$3,232	\$6,748	
Prop 1B - TCIF	\$123,960		\$98,060		\$25,900					\$123,960
<i>TransNet</i> - Border	\$14,230	\$1,457	\$1,508	\$5,694	\$2,200	\$1,600	\$1,771	\$5,807	\$2,852	\$5,571
TOTAL	\$148,770	\$5,289	\$106,316	\$5,694	\$28,100	\$1,600	\$1,771	\$9,639	\$9,600	\$129,531

**2010 Regional Transportation Improvement Program
Amendment No. 21
San Diego Region (in \$000s)**

RTIP Fund Types

<i>Federal Funding</i>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
DEMO - TEA 21	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)
TE	Transportation Enhancement Program
<i>State Funding</i>	
STA	State Transit Assistance
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
TSM	Transportation Systems Management
<i>Local Funding</i>	
TransNet-B	Prop. A Local Transportation Sales Tax - Bike
TransNet-Border	Prop. A Extension Local Transportation Sales Tax - Border