



**BOARD OF DIRECTORS  
NOVEMBER 15, 2013**

**ACTION REQUESTED - APPROVE**

**2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT No. 11 - ADMINISTRATIVE MODIFICATION AND PROPOSED FY 2014 PROGRAM BUDGET AMENDMENT: LOS PEÑASQUITOS LAGOON BRIDGE REPLACEMENT PROJECT**

File Number 1500300

**Introduction**

At its May 24, 2013, meeting, the SANDAG Board of Directors approved the submittal of three regional projects to the U.S. Department of Transportation (USDOT) for the FY 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. On August 30, 2013, the USDOT announced the award of approximately \$474 million from the TIGER Program, of which SANDAG was awarded \$14 million for the Los Peñasquitos Lagoon Bridge Replacement Project in North San Diego County. The rail bridge project was one of 52 projects selected for funding nationwide. An amendment to the 2012 Regional Transportation Improvement Program (RTIP) is required to allow SANDAG to apply for these funds through the Federal Transit Administration (FTA) grant system. In addition, an amendment to the FY 2014 Program Budget for the Los Peñasquitos Lagoon Bridge Replacement Project (CIP 1145000) also is required.

**Recommendation**

The Transportation Committee recommends that the Board of Directors: (1) approve Amendment No. 11 – Administrative Modification to the 2012 Regional Transportation Improvement Program; and (2) approve the proposed amendment to the FY 2014 Program Budget for the Los Peñasquitos Lagoon Bridge Replacement Project (CIP 1145000), in substantially the same form as in Attachment 2.

**Discussion**

On September 28, 2012, the Board of Directors adopted the 2012 RTIP, the multiyear program of proposed major transportation projects, including transit, highway, arterial, and bikeway projects in the San Diego region covering the period FY 2013 to FY 2017. The 2012 RTIP is a multibillion dollar program of projects funded by federal, state, *TransNet* local sales tax, and other local funding sources. The 2013 Federal Statewide Transportation Improvement Program, which incorporates the SANDAG 2012 RTIP, received federal approval on December 14, 2012.

There are two types of processes to update the RTIP: administrative modifications and formal amendments. Formal amendments require, among other things, a 15-day public notice period, while administrative modification are considered minor in nature and do not require a public notice period. Chapter 2 of the adopted 2012 RTIP provides additional details regarding the differences

between formal amendments and administrative modifications. Amendment No. 11 is considered an administrative modification because it is consistent with the federally accepted administrative modification procedures. Since the programming for this project is increasing by less than 40 percent, or \$10 million, we are able to amend this project administratively. The federal agencies delegated the approval of administrative modifications to the state, thereby streamlining the approval process.

## **Discussion**

### ***2012 RTIP Amendment No. 11 (Attachment 1)***

**Los Peñasquitos Lagoon Bridge Replacement (SAN163)** – This amendment proposes to add \$14 million in federal TIGER funds, which would replace portions of FTA Section 5307 and local funds identified by the North County Transit District previously programmed on this project. The total amount programmed would increase to \$25,000,000.

### ***2014 Program Budget Amendment (Attachment 2)***

The Los Peñasquitos Lagoon Bridge Replacement Project, which will replace four aging timber trestle bridges in the Los Peñasquitos Lagoon in North San Diego County, is a critically needed project to improve the reliability of both passenger and freight services in the nation's second busiest rail corridor.

The full cost of the Los Peñasquitos Lagoon Bridge Replacement Project is estimated to be \$25 million, which is slightly less than the original estimate of \$25.2 million. The proposed budget amendment would add the TIGER grant to the project funding plan, replacing a portion of the FTA Section 5307 funding and local funding. This would increase the project funding plan from \$22.2 million to \$25 million, which would fully fund the replacement of all four bridges. The revised project funding plan is shown in Attachment 2.

### ***Fiscal Constraint Analysis***

Federal regulations require the 2012 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 modification, an updated fiscal constraint analysis is not required. The proposed change included in Amendment No. 11 does not affect the fiscal constraint submitted as part of Amendment No. 6 to the 2012 RTIP, the last federally approved formal amendment that updated the financial capacity for the 2012 RTIP. Chapter 4 of the Final 2012 RTIP discusses in detail the financial capacity analysis of major program areas, including discussion of available revenues. The 2012 RTIP, including Amendment No. 11, continues to be reasonable when considering available funding sources.

## ***Air Quality Analysis***

On September 28, 2012, SANDAG found the 2012 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 2012 RTIP. The Federal Highway Administration and the FTA jointly approved the conformity determination for the 2012 RTIP and the conformity redetermination for the 2050 RTP on December 14, 2012. On May 24, 2013, the Board of Directors approved the 2012 RTIP, Amendment No. 2, including the air quality conformity analysis and redetermination of the 2050 Revenue Constrained RTP, and received federal approval on June 28, 2013.

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 2012 RTIP and 2050 RTP. Projects in Amendment No. 11 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). SANDAG followed interagency consultation procedures to determine that these projects are exempt. Amendment No. 11 would not interfere with the timely implementation of Transportation Control Measures. The 2012 RTIP, including Amendment No. 11, would remain in conformance with the SIP.

GARY L. GALLEGOS  
Executive Director

Attachment(s):

1. Table 1, 2012 Regional Transportation Improvement Program, Amendment No. 11 – Administrative Modification
2. Proposed Budget Amendment for CIP 1145000, Los Peñasquitos Lagoon Bridge Replacement Project

Key Staff Contact: Michelle Merino, (619) 595-5608, michelle.merino@sandag.org

**Table 1**  
**2012 Regional Transportation Improvement Program**  
**Amendment No. 11**  
**San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN163		RTIP #:12-11								
Project Title:	Los Penasquitos Lagoon Bridge Replacement							SANDAG ID: 1145000		
Project Description:	From N. Penasquitos Lagoon to S. Penasquitos Lagoon - replace four aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation									
Change Reason:	Increase funding									
Capacity Status:NCI		Exempt Category:Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: <b>\$25,000</b>										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5307	\$2,797	\$360	\$2,437							\$2,797
TIGER13	\$14,000		\$14,000							\$14,000
TDA	\$8,203	\$90	\$3,947	\$1,984	\$2,182					\$8,203
<b>TOTAL</b>	<b>\$25,000</b>	<b>\$450</b>	<b>\$20,384</b>	<b>\$1,984</b>	<b>\$2,182</b>					<b>\$25,000</b>
PROJECT LAST AMENDED 12-03										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
FTA 5307	\$11,746	\$1,093	\$10,654							\$11,746
STA	\$3,049	\$3,049								\$3,049
TDA	\$7,390	\$4,727	\$2,663							\$7,390
<b>TOTAL</b>	<b>\$22,185</b>	<b>\$8,869</b>	<b>\$13,317</b>							<b>\$22,185</b>

**2012 Regional Transportation Improvement Program  
Amendment No. 11  
San Diego Region (in \$000s)**

**RTIP Fund Types**

<b><i>Federal Funding</i></b>	
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
TIGER13	Transportation Investment Generating Economic Recovery for FY 2013
<b><i>State Funding</i></b>	
STA	State Transit Assistance
<b><i>Local Funding</i></b>	
TDA	Transportation Development Act
TDA-B	Transportation Development Act-Bicycle & Pedestrian Facilities