



**2012 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM: AMENDMENT No. 18 - ADMINISTRATIVE
MODIFICATION**

File Number 1500300

Introduction

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP), the multiyear program of proposed major transportation 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 (FSTIP), which incorporates the SANDAG 2012 RTIP, received federal approval on December 14, 2012.

Recommendation

The Transportation Committee is asked to approve Amendment No. 18 – Administrative Modification to the 2012 Regional Transportation Improvement Program.

Background

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 modifications 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. 18 is considered an administrative modification because the programming for each project/group listing is increasing by less than 40 percent, or \$10 million, which is consistent with the federally accepted administrative modification procedures. The federal agencies delegated the approval of administrative modifications to the state, thereby streamlining the approval process.

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (ATP) (Senate Bill 99 and Assembly Bill 101) to encourage increased use of active modes of transportation. As a requirement of the new legislation, the California Transportation Committee (CTC) adopted guidelines and project selection criteria for its use in administering the ATP Program. On August 20, 2014, the CTC announced the award of approximately \$184 million from the statewide ATP Call for Projects, including the award of approximately \$13.7 million for the San Diego region.

The projects approved for the San Diego region by the CTC, with funding in FY 2014/15, are included in Amendment No. 18 (CAL104 and V12) for timing purposes and include funding for Safe

Routes to School and Bicycle/Pedestrian projects.

In order to keep this as an administrative modification only, funding for FY 2014/15 only is being programmed in Amendment No. 18, which would not impact project delivery and would allow agencies to begin requesting their funding right away. The remaining funding for FY 2015/16, approximately \$9 million, will be included as part of Amendment No. 1 to the 2014 RTIP.

At its March 20, 2014, meeting, the CTC adopted the 2014 State Highway Operation and Protection Program (SHOPP). Since then, some SHOPP projects were amended and approved by the CTC at its June meeting to add additional projects to the 2014 SHOPP and update funding. Changes to various SHOPP Group Listings also are included in this amendment so that these projects can begin preliminary work.

Discussion

Below summarizes project changes included in this administrative modification, with further programming details included in Table 1 (Attachment 1).

Caltrans

- **Grouped Projects for Safety Improvements – SHOPP Mobility Program (CAL46A)** – This amendment proposes to increase funding for this group project listing by increasing SHOPP funding for the Ramona Highland Road/Dye Road Project. The local funds provided by the County of San Diego are programmed under CNTY83 as part of the draft 2014 RTIP. Total amount programmed increases by \$4,220,000 to \$51,485,000.
- **Grouped Projects for Safety Improvements – SHOPP Collision Reduction Program (CAL46B)** – This amendment proposes to increase funding for this group project listing by increasing funding for various safety projects throughout San Diego County. Total amount programmed increases by \$1,609,000 to \$213,264,000.
- **Grouped Projects for Bridge Preservation (CAL46D)** – This amendment proposes to increase funding for bridge seismic retrofit and maintenance projects. Total amount programmed increases by \$6,891,000 to \$67,657,000.
- **Grouped Projects for Safety Improvements – SHOPP Mandates Program (CAL46I)** – This amendment proposes to increase funding for this group project listing for slope stabilization on Carmel Mountain Road. Total amount programmed increases by \$128,000 to \$49,461,000.
- **Grouped Projects for Safety Improvements – Safe Routes to School Program (CAL104)** – The ATP consolidates existing federal and state transportation programs, including the Transportation Alternative Program, Bicycle Transportation Account and State Safe Routes to School, into a single program. In order to allow agencies to request ATP funding as soon as possible, ATP projects are programmed into two Group Listings: Safe Routes to School and Bicycle and Pedestrian Group Listings. The local agencies awarded funding for Safe Routes to Schools projects include the cities of Chula Vista, Coronado, El Cajon, National City, San Diego, and Vista.

This amendment proposes to program the CTC-approved listing of Safe Routes to School

projects for the San Diego region into this group listing for funding included in FY 2014/15 for ATP and local funding. Total amount programmed increases by \$2,722,000 to \$9,499,000.

Various Agencies

- **Grouped Projects for Bicycle and Pedestrian Facilities (V12)** – This amendment proposes to add the approved listing of bicycle and pedestrian projects in the approved ATP listing, including any local funding, for the San Diego region, as described above. Those agencies with bicycle and pedestrian projects include the cities of Imperial Beach, La Mesa, National City, and Vista, and the La Jolla Band of Luiseño Indians. In addition, this amendment proposes to add a project from the Recreational Trails Program as approved by the CTC in June 2014. Total amount programmed increases by \$3,584,000 to \$58,227,000.

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. 18 does not affect the fiscal constraint submitted as part of Amendment No. 15 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. 18, 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 Federal Transit Administration 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. 18 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. 18 would not interfere with the timely implementation of Transportation Control Measures. The 2012 RTIP, including Amendment No. 18, would remain in conformance with the SIP.

JOSÉ A. NUNCIO
TransNet Department Director

Attachment: 1. Table 1: 2012 Regional Transportation Improvement Program –
Amendment No. 18 – Administrative Modification

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Table 1
2012 Regional Transportation Improvement Program
Amendment No. 18 - Administrative Modification
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL46A		RTIP #:12-18								
Project Title:	Grouped Projects for Safety Improvements - SHOPP Mobility 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 - Shoulder Improvements							
Est Total Cost: \$51,485										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP (AC)-Mobility	\$51,485		\$2,241	\$1,354	\$14,036		\$33,854			\$51,485
TOTAL	\$51,485		\$2,241	\$1,354	\$14,036		\$33,854			\$51,485
PROJECT LAST AMENDED 12-15										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP (AC)-Mobility	\$44,215		\$2,241	\$1,354	\$6,766		\$33,854			\$44,215
Local Funds	\$3,050				\$3,050					\$3,050
TOTAL	\$47,265		\$2,241	\$1,354	\$9,816		\$33,854			\$47,265

MPO ID: CAL46B		RTIP #:12-18								
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: \$213,264										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP - CR - NHS (AC)	\$44,471			\$7,627		\$13,990	\$22,854			\$44,471
SHOPP - CR - STP (AC)	\$166,475		\$70,877	\$21,974	\$23,821	\$49,803				\$166,475
SHOPP STP - Collision Reduction	\$2,318						\$2,318			\$2,318
TOTAL	\$213,264		\$70,877	\$29,601	\$23,821	\$63,793	\$25,172			\$213,264
PROJECT LAST AMENDED 12-17										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP - CR - NHS (AC)	\$43,804			\$6,960		\$13,990	\$22,854			\$43,804
SHOPP - CR - STP (AC)	\$165,533		\$78,304	\$21,974	\$23,455	\$41,800				\$165,533
SHOPP STP - Collision Reduction	\$2,318						\$2,318			\$2,318
TOTAL	\$211,655		\$78,304	\$28,934	\$23,455	\$55,790	\$25,172			\$211,655

**2012 Regional Transportation Improvement Program
Amendment No. 18 - Administrative Modification
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL46D		RTIP #:12-18								
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: \$67,657										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$67,657		\$2,727		\$39,518		\$25,412			\$67,657
TOTAL	\$67,657		\$2,727		\$39,518		\$25,412			\$67,657
PROJECT LAST AMENDED 12-15										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$60,766		\$2,727		\$32,627		\$25,412			\$60,766
TOTAL	\$60,766		\$2,727		\$32,627		\$25,412			\$60,766

MPO ID: CAL46I		RTIP #:12-18								
Project Title:	Grouped 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:Safety - Safety Improvement Program								
Est Total Cost: \$49,461										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP (AC)-Mandates	\$49,461		\$9,738	\$21,155	\$13,890		\$4,678			\$49,461
TOTAL	\$49,461		\$9,738	\$21,155	\$13,890		\$4,678			\$49,461
PROJECT LAST AMENDED 12-15										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP (AC)-Mandates	\$49,333		\$9,738	\$21,155	\$13,762		\$4,678			\$49,333
TOTAL	\$49,333		\$9,738	\$21,155	\$13,762		\$4,678			\$49,333

**2012 Regional Transportation Improvement Program
Amendment No. 18 - Administrative Modification
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL104		RTIP #:12-18
Project Title:	Grouped Projects for Safety Improvements - Safe Routes to School (SRTS) Program	
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 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 - Safety Improvement Program

Est Total Cost: **\$9,499**

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SRTS	\$6,253	\$81		\$1,235		\$4,937				\$6,253
ATP - S	\$2,715				\$2,715					\$2,715
Local Funds	\$531		\$254	\$271	\$7					\$531
TOTAL	\$9,499	\$81	\$254	\$1,506	\$2,722	\$4,937				\$9,499

* ATP programming includes funding for FY 14/15 only

PROJECT LAST AMENDED 12-00										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SRTS	\$6,253	\$81		\$1,235		\$4,937				\$6,253
Local Funds	\$524		\$254	\$271						\$524
TOTAL	\$6,777	\$81	\$254	\$1,506		\$4,937				\$6,777

**2012 Regional Transportation Improvement Program
Amendment No. 18 - Administrative Modification
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V12		RTIP #:12-18
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities.	SANDAG ID: 1144500,
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)	1223014, 1223020, 1223021, 1223022, 1223023, 1223025, 33006, 33009
Change Reason:	Increase funding	
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **\$58,227**

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - B	\$2,371	\$2,371								\$2,371
TransNet - BPNS	\$20,436	\$1,544	\$3,273	\$7,676	\$4,976	\$395	\$2,557			\$20,436
TransNet - L (Cash)	\$16		\$16							\$16
TransNet - LSI	\$866		\$815	\$51						\$866
TransNet - LSI Carry Over	\$280		\$280							\$280
RTP	\$25			\$25						\$25
ATP - S	\$1,871				\$1,871					\$1,871
STIP-RIP STP TE	\$2,730	\$1,506	\$1,224							\$2,730
STIP-RIP State Cash	\$183	\$183								\$183
Local Funds	\$18,348	\$10,647	\$1,381	\$1,995	\$4,326					\$18,348
TDA - Bicycles	\$11,101	\$1,508	\$1,792	\$6,189	\$1,612					\$11,101
TOTAL	\$58,227	\$17,759	\$8,781	\$15,936	\$12,785	\$395	\$2,557			\$58,227

* ATP programming includes funding for FY 14/15 only

PROJECT LAST AMENDED 12-12										
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
TransNet - B	\$2,371	\$2,371								\$2,371
TransNet - BPNS	\$20,436	\$1,544	\$3,273	\$7,676	\$4,976	\$395	\$2,557			\$20,436
TransNet - L (Cash)	\$16		\$16							\$16
TransNet - LSI	\$866		\$815	\$51						\$866
TransNet - LSI Carry Over	\$280		\$280							\$280
STIP-RIP STP TE	\$2,730	\$1,506	\$1,224							\$2,730
STIP-RIP State Cash	\$183	\$183								\$183
Local Funds	\$16,660	\$10,647	\$1,381	\$1,992	\$2,641					\$16,660
TDA - Bicycles	\$11,101	\$1,508	\$1,792	\$6,189	\$1,612					\$11,101
TOTAL	\$54,643	\$17,759	\$8,781	\$15,908	\$9,229	\$395	\$2,557			\$54,643

**2012 Regional Transportation Improvement Program
Amendment No. 18 - Administrative Modification
San Diego Region (in \$000s)**

RTIP Fund Types

<i>Federal Funding</i>	
FTA Section 5312 (NRTP)	Federal Transit Administration National Research and Technology Program
HBP	Highway Bridge Program under SAFETEA-LU
IM	Interstate Maintenance Discretionary
NHS	National Highway System (administered by Caltrans)
RTP	Recreational Trails Program
SRTS	Safe Routes to School (administered by Caltrans)
TE	Transportation Enhancement Program
<i>State Funding</i>	
ATP	Active Transportation Program (ATP) - S(Statewide) R(Regional)
SHOPP	State Highway Operation & Protection Program
STA	State Transit Assistance
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
<i>Local Funding</i>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
TDA	Transportation Development Act
TDA-B	Transportation Development Act-Bicycle & Pedestrian Facilities
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-L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
TransNet-L (Cash)	TransNet - L funds which agencies have received payment, but have not spent
TransNet-LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
TransNet-LSI Carry Over	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
TransNet-LSI (Cash)	TransNet - LSI funds which agencies have received payment, but have not spent