

**Transmittal Date:** April 10, 2009

**TO:**

Department of Transportation  
Division of Transportation Programming,  
MS 82  
Office of Federal Transportation  
Management Program  
P.O. Box 942874  
Sacramento, CA 94274-0001

**Attn:** Ms. Joanne McDermott

**FROM:**

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**MPO Name:** San Diego Association of Governments (SANDAG)

**Amendment Number:** 8 and 9 to the 2008 RTIP

**Amendment Type:** Administrative

**Number of Projects in this Amendment:** There are 12 projects in Amendment No. 8 and 3 projects in Amendment No. 9.

**Brief Description of the Amendment:**

All of the projects in Amendment Nos. 8 and 9 are programming FHWA and FTA ARRA funds

**Board Resolution:** N/A

**Conformity Determination:** see report

**Financial Constraint:** N/A

**MPO's CTIPS Approval Date:** 4/10/09.

**List of Lump Sums:** N/A



**BOARD OF DIRECTORS  
APRIL 10, 2009**

**AGENDA ITEM NO. 09-04-2  
ACTION REQUESTED - APPROVE**

**2008 REGIONAL TRANSPORTATION IMPROVEMENT  
PROGRAM AMENDMENT NOS. 8 AND 9: PROGRAMMING  
FEDERAL ECONOMIC STIMULUS FUNDS**

File Number 4000600

**Introduction**

On July 25, 2008, the SANDAG Board of Directors adopted the 2008 Regional Transportation Improvement Program (RTIP), the five-year program of proposed major highway, arterial, transit, and bikeway projects in the San Diego region covering the period FY 2009 to FY 2013. The 2009 Federal State Transportation Improvement Program (FSTIP), which includes the SANDAG 2008 RTIP, received federal approval on November 17, 2008.

The federal economic stimulus legislation, known as the American Recovery and Reinvestment Act of 2009 (ARRA), provides transportation infrastructure funding through both the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). Staffs of SANDAG, Metropolitan Transit System, and North County Transit District have conferred and developed a list of ARRA-funded transit projects, which are included in the proposed Amendment No. 8 to the 2008 RTIP. Additionally, Amendment No. 9 to the 2008 RTIP reflects the March 27, 2009, Board of Directors action approving FHWA ARRA funding for several projects.

**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 2008 RTIP provides additional details regarding the difference between formal and administrative amendments. The RTIP amendment process section of the 2008 RTIP is included in Attachment 1. The proposed Amendments Nos. 8 and 9 are considered administrative. At its February 20, 2009, meeting the Transportation Committee approved formal Amendment No. 5, which programmed the estimated revenues for the ARRA funds for both the FHWA and FTA programs. That prior action now allows agencies to program the ARRA funds in Amendment Nos. 8 and 9 administratively, expediting the approval process.

**Recommendation**

The Transportation Committee recommends that the Board of Directors: (1) approve Amendment Nos. 8 and 9 to the 2008 Regional Transportation Improvement Program programming the Federal Transit Administration (FTA) and Federal Highway Administration American Recovery and Reinvestment Act (ARRA) projects (Attachments 2 and 4); and (2) approve an amendment to the FY 2009 Budget to reflect the additional FTA ARRA funds for the transit capital projects (Attachment 3); and (3) accept the finding of compliance with other provisions of ARRA (Attachments 5 and 6)

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. This amendment is outside of the regular quarterly cycle in response to the urgency related to the programming of federal ARRA in the RTIP.

## **Discussion**

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act of 2009 (ARRA). FHWA issued a notice of apportionment on March 2, 2009. FTA issued the notice in the Federal Register publishing the various apportionments on March 5, 2009.

### *Federal Transit Administration*

For the San Diego region, funding available from the FTA formula programs are as follows: \$80.8 million in the Section 5307 Urbanized Area program, \$2.9 million in the Section 5309 Fixed Guideway Modernization program, and \$980,238 in the Section 5311 Non-urbanized Area program. Consistent with historical practice, the FTA Sections 5307 and 5309 funds are allocated 70 percent for the Metropolitan Transit System (MTS) and 30 percent for the North County Transit District (NCTD), while the FTA Section 5311 funds are allocated based on rural population within each agency's service area.

For the FTA programs, the regions have 180 days from the March 5, 2009, apportionment date to obligate the ARRA funds; otherwise, FTA will redistribute the funds. In anticipation of this timeline, SANDAG staff has been working with both MTS and NCTD staffs to identify regionally significant transit projects. The projects identified under the ARRA program were developed as part of the overall transit Capital Improvement Program (CIP), which includes the regular Sections 5307 and 5309 formula programs.

The FY 2010 CIP and the five-year transit capital project requirements are scheduled for review at the April 17, 2009, Transportation Committee meeting and for approval at the April 24, 2009, Board of Directors meeting. This 2008 RTIP Amendment No. 8 should be viewed from an overall transit capital program perspective, which includes shifting of funds between phases, fiscal years, and projects, resulting in various increases or decreases to project funding. This shifting of funds allows the transit agencies to better manage their overall need between capital and operating programs. Due to the urgency to obligate the ARRA funds, this amendment is moving forward prior to approval of the FY 2010 CIP. Following are the transit projects identified for ARRA funding:

### *Amendment No. 8:*

#### *North County Transit District:*

- **Preventive Maintenance (NCTD02):** This amendment proposes to add \$4 million in FTA Section 5307 ARRA funding as well as increase the regular Sections 5307 and 5309 funding in FY 2009. With this increase NCTD plans to free up other funding to use for operating purposes. The total project increases to \$121,945,000.
- **Bus/ADA/Revenue Vehicle Purchases and Related Equipment (NCTD05):** This amendment proposes to add \$578,000 in FTA Section 5311 ARRA funds in FY 2009. Regular Sections 5307 and 5311 funding and local funds are reduced for the remainder of the fiscal years such that the total project decreases to \$39,753,000.

- **Bus/Rail Support Equipment and Facility (NCTD06):** In addition to adding \$3.5 million in FTA Section 5307 ARRA funding, this amendment proposes to add Proposition 1B transit security grant funding and Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) program funding, while reducing regular Section 5307 and local funding. Total project increases to \$19,917,000.
- **Fixed Route Bus Shelters and Stops (NCTD07):** This amendment proposes to add \$245,000 in FTA Section 5307 ARRA funding. Regular Sections 5307, 5316 and local funding is reduced for the remainder of the fiscal years such that the total project decreases to \$2,434,000.
- **Rail-ROW Improvements (NCTD18):** This amendment proposes to add \$3 million in FTA Section 5307 ARRA funding and \$862,000 in Section 5309 ARRA funding. Regular Sections 5307, 5309 and local funding is reduced for the remainder of the fiscal years such that the total project decreases to \$16,468,000.
- **Bridge & Infrastructure Program (NCTD22):** This NCTD project is proposed to be deleted and replace with project V09 below.
- **San Luis Rey Transit Center (NCTD41):** This NCTD project is proposed to be deleted and replaced with project SAN96 below.

*Metropolitan Transit System:*

- **Bus & Rail Rolling Stock Purchases (MTS28):** This amendment proposes to add \$402,000 in FTA Section 5311 ARRA funding in FY 2009, while modifying the programmed amounts of regular FTA Section 5307 and 5309 funding, and Transportation Development Act (TDA), Proposition 1B PTMISEA, *TransNet* transit, and local funding. Total project increases to \$156,072,000.

*Metropolitan Transit System/SANDAG:*

In coordination with SANDAG, MTS has determined that certain projects identified for FTA ARRA funding would be considered regional construction projects. In keeping with Senate Bill 1703, SANDAG will implement these projects on behalf of MTS.

- **Rail Electrification & Power Distribution (SAN39):** This amendment proposes to add \$12 million in FTA Section 5307 ARRA funding to replace worn-out contact wires and associated hardware. Regular FTA Sections 5307 and 5309 and local funding would be reduced. Total project increases to \$24,249,000.
- **Blue Line Upgrade (SAN66):** This amendment proposes to add \$44.6 million in FTA Section 5307 ARRA funding and \$2 million in FTA Section 5309 ARRA funding in FY 2009, and reduce the *TransNet* Major Corridors, *TransNet* transit, and local funding. With a refined cost estimate, funding in the next five years is reduced from the prior program to \$77,381,000; however, the total project cost remains \$114,695,000.

*North County Transit District/SANDAG:*

- **Bridge & Infrastructure Program (V09):** This project replaces NCTD22 above and adds \$12 million in FTA Section 5307 ARRA funding. One of the components of this project is the replacement of the Trestles bridge. This is the highest priority for NCTD and includes replacement of a timber trestle railroad bridge near the Orange County line with a new bridge built with steel and concrete. In keeping with SB 1703, SANDAG will implement this important project on behalf of NCTD while NCTD continues to implement other parts of the overall bridge and infrastructure program. The total project programmed is \$45,285,000.
- **San Luis Rey Transit Center (SAN96):** This project is being transferred from NCTD to SANDAG. Upon completion of the design phase by NCTD, SANDAG will construct the transit center. In addition to the change in lead agency, this amendment proposes to add \$1.5 million in FTA Section 5307 ARRA funding, and includes regular Section 5307 and 5309 funding and local funds. Total project increases to \$7,838,000.

The FTA ARRA funds provide for pre-award authority, which allows SANDAG to enter into contracts prior to the actual obligation (grant approval) of funds. With the priority given to these ARRA funded projects, an amendment to the FY 2009 Budget for these transit capital projects provides the necessary financial commitment to award contracts.

Attachment 2 provides the details by project for Amendment No. 8. Attachment 3 provides the budget amendments for the specified SANDAG transit projects (Rail Electrification & Power Distribution, Blue Line Upgrade, and Bridge & Infrastructure Program). The budget amendment for the San Luis Rey Transit Center project will be provided for Board of Directors approval at the next opportunity pending receipt of project status.

*Federal Highway Administration*

For the FHWA programs, the regions have 120 days from the March 2, 2009, apportionment date to obligate 50 percent of the funds; otherwise, the state will redistribute to other regions and should the state be unable to meet this requirement, FHWA will redistribute the funds to other states. In order to ensure the region not only obligates 100 percent of our allocation, but also is in a position to obligate other regions' funds, the Board of Directors, at its March 27, 2009, meeting approved the funding strategy for the FHWA ARRA funds. In addition to using the ARRA program to fund the State Route 76 Middle, Interstate 805/Carroll Canyon, and the Grossmont Station Pedestrian projects, the Board approved the exchange of approximately \$50 million of the federal monies with *TransNet* funding to allocate to the local agencies to fund locally prioritized transportation projects.

The RTIP amendment for the local agencies is currently scheduled for the May 1, 2009, Transportation Committee meeting. Because the projects being proposed by the local agencies require a formal amendment, May 1 is the earliest that an RTIP amendment can take place. Those agencies that are unable to make this timeframe can amend their projects into the RTIP at the next regular quarterly amendment currently scheduled for July 2009.

This Amendment No. 9 to the 2008 RTIP reflects the action taken by the Board at its March 27 meeting. Listed below are some details; additional information is available in Attachment 4.

*Caltrans*

- **I-805 HOV/Carroll Canyon Direct Access Ramp (CAL09C):** This amendment adds \$18.1 million in Regional Surface Transportation Program (RSTP)-ARRA funds, reducing *TransNet* Major Corridor funds which can be used toward other projects. Total project remains \$102 million.
- **SR 76 Middle (CAL29):** This amendment adds \$108.8 million in RSTP – ARRA funds, which replaces some of the regular RSTP funds as well as reduces *TransNet* Major Corridor funds. Total project remains \$244,201,000.

*SANDAG*

- **Grossmont Pedestrian Enhancement Project (V04):** This project is included with the overall Smart Growth Incentive Program lump sum. This amendment adds \$3.9 million in ARRA-Transportation Enhancement (TE) funds. Total V04 project increases to \$28,578,000. This amendment fully funds the Grossmont Transit Station Pedestrian Enhancement project.

Amendment No. 9 programs the entire \$130.8 million of ARRA funding allocated to the region, well positioning SANDAG to receive other ARRA funds should they become available.

***Other Provisions of ARRA***

A section of the ARRA for transportation funding stipulates that project selected for funding should be completed within a 3-year timeframe and be located in 'economically distressed' areas as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. §3161). SANDAG reviewed the projects included in this report against this provision and found that all of the projects identified in Amendment Nos. 8 and 9 will be completed within the 3-year timeframe and that these projects provide connectivity to 'economically distressed' areas both within the County and to adjacent counties. Attachment 4 provides details on what constitutes an economically distressed area, how San Diego County compares and how the SANDAG proposed ARRA funded projects meet this criteria. Attachment 5 provides a map of project locations throughout the county illustrating that these project serve the various economically distressed area.

***Fiscal Constraint Analysis***

Federal regulations require the 2008 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 changes included in Amendment Nos. 8 and 9 do not affect the fiscal constraint as submitted as part of Amendment No. 5, the last formal amendment to the 2008 RTIP. Chapter 4 of the Final 2008 RTIP discusses in detail the financial capacity analysis of major program areas,

including discussion of available revenues. The 2008 RTIP, including Amendment Nos. 8 and 9, continue to be reasonable when considering available funding sources.

### ***Air Quality Analysis***

On July 25, 2008, SANDAG found the 2008 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 *2030 San Diego Regional Transportation Plan: Pathways for the Future* (2030 RTP) and the 2008 RTIP. The FHWA and the FTA jointly approved the conformity determination for the 2008 RTIP and the conformity redetermination for the 2030 RTP on November 17, 2008.

Projects in RTIP Amendment Nos. 8 and 9 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). All capacity-increasing projects included in Amendment Nos. 8 and 9 were included in the quantitative emissions analysis conducted for the 2030 RTP and 2008 RTIP. All other projects included in Amendment Nos. 8 and 9 are either noncapacity increasing or are exempt from the requirement to determine conformity according to the Transportation Conformity Rule (40 CFR §93.126). Amendment Nos. 8 and 9 do not interfere with the timely implementation of Transportation Control Measures. The 2008 RTIP, including Amendment Nos. 8 and 9, remains in conformance with the SIP.

GARY L. GALLEGOS  
Executive Director

Attachments: 1. Excerpt from 2008 RTIP Related to Amendment Process  
2. Amendment No. 8 to the 2008 RTIP  
3. FY 2009 Revised Capital Improvement Program budgets  
4. Amendment No. 9 to the 2008 RTIP  
5. SANDAG Compliance with Sections of ARRA  
6. Map of Economically Distressed Areas Overlaid with Projects in Amendment No. 8 and 9

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## **EXCERPT FROM 2008 RTIP RELATED TO AMENDMENT PROCESS**

### **RTIP AMENDMENT PROCESS**

On occasion, circumstances may dictate changes to the current RTIP. Federal regulations allow changes or amendments if the procedures are consistent with federal requirements. SANDAG will consider such amendments when the circumstances prompting the amendments are compelling, and when the changes will not adversely affect air quality conformity or financial constraint of the Transportation Improvement Program. The proposed changes to projects also must be consistent with the rules of the particular funding program.

There are two types of amendments, formal and administrative (described in detail below). SANDAG will process formal amendments on a quarterly basis and administrative amendments on an as-needed basis. There are ongoing discussions regarding the two different types of amendment at the statewide level. Until the formal guidance is finalized and approved for implementation, below are the qualifications for the two types of amendments that SANDAG processes. Both the 2008 RTIP and any amendment requests during the 2008 RTIP cycle must include the sponsor's governing board/council approval.

### **Administrative Amendments**

Administrative amendments require the approval of the SANDAG Transportation Committee and the state but do not require federal approval. Federal agencies will be notified of the amendments for informational purposes. Project requests that fall within the following criteria can be administratively amended:

- Revise a project description which does not change the scope of the project or is in conflict with the project environmental document and wherein the project does not affect air quality or the timely implementation of TCMs nor impact the financial constraint.
- Revise the funding amount up to 25 percent of the project cost or \$5 million, whichever is less;
- Change the funding source;
- Change a project lead agency;
- Split or combine individually listed projects as long as cost, schedule , and scope remain unchanged;
- Change required information for grouped project (lump sum) listings; or
- Add or delete projects from grouped project (lump sum) listings as long as the funding amount stay within the guidelines indicated above.

Administrative amendments require an action by the SANDAG Transportation Committee and Caltrans. Caltrans will notify the MPO, FHWA and FTA of the approval. This streamlined approach helps expedite the approval process.

## **Formal Amendments**

Project requests that do not meet the above criteria for administrative amendments will require formal amendments. Below are some but not all of the reasons for formal amendments:

- The request would add or delete a new federal or state funded project or add or delete an existing federal or state funded project.
- The request would shift funds from the beyond the first four years (i.e., FY 2013) to the quadrennial element (i.e., FY 2009 through FY 2012), or vice versa.
- The request would affect air quality conformity or the timely implementation of TCMs.
- The request would require additional air quality emissions analysis and/or a new finding of air quality conformity.
- The request would impact the financial constraint of the RTIP.
- The request would result in major changes in scope, design and concept.

Formal amendments require an action by the SANDAG Transportation Committee, Caltrans, FHWA, FTA, and EPA. Formal amendments will be processed on the quarterly basis. Due to the lengthy process involved in determining air quality conformity, amendment requests for regionally significant capacity increasing projects requiring new emissions analysis will be scheduled on an as-needed basis (not quarterly).

**Table 1**  
**2008 Regional Transportation Improvement Program**  
**Amendment No. 08**  
**San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD02		Capacity Status: NCI					RTIP #: 08-08			
TITLE: Preventive Maintenance		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: NCTD service area - fixed route, rail fleet and facility maintenance costs										
CHANGE REASON: Add new funding source, Increase funding										
										EST TOTAL COST: \$121,945
	<b>TOTAL</b>	<b>PRIOR</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$62,250	\$13,150	\$11,000	\$8,200	\$8,400	\$10,100	\$11,400	\$62,250		
FTA 5309 (FG)	\$32,106	\$4,156	\$7,100	\$6,000	\$6,300	\$4,750	\$3,800	\$32,106		
FTA Funds - AR-5307	\$4,000		\$4,000					\$4,000		
Local Funds	\$23,589	\$4,326	\$4,525	\$3,550	\$3,675	\$3,713	\$3,800	\$23,589		
<b>TOTAL</b>	<b>\$121,945</b>	<b>\$21,632</b>	<b>\$26,625</b>	<b>\$17,750</b>	<b>\$18,375</b>	<b>\$18,563</b>	<b>\$19,000</b>	<b>\$121,945</b>		
<b>PROJECT PRIOR TO AMENDMENT</b>										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$69,139	\$36,339	\$8,400	\$8,400	\$8,000	\$8,000		\$69,139		
FTA 5309 (FG)	\$24,534	\$11,034	\$3,100	\$3,100	\$3,600	\$3,700		\$24,534		
Local Funds	\$23,418	\$11,843	\$2,875	\$2,875	\$2,900	\$2,925		\$23,418		
<b>TOTAL</b>	<b>\$117,091</b>	<b>\$59,216</b>	<b>\$14,375</b>	<b>\$14,375</b>	<b>\$14,500</b>	<b>\$14,625</b>		<b>\$117,091</b>		

MPO ID: NCTD05		Capacity Status: NCI					RTIP #: 08-08			
TITLE: Bus/ADA/ Revenue Vehicle Purchases & Related Equipment		Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
DESCRIPTION: NCTD service area - purchase replacement vehicles and related equipment; CNG buses, ADA vans and shuttle vehicles										
CHANGE REASON: Add new funding source, Reduce funding, Revise funding between fiscal years										
										EST TOTAL COST: \$39,753
	<b>TOTAL</b>	<b>PRIOR</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$22,215	\$7,379	\$1,865	\$3,420	\$3,199	\$4,039	\$2,313			\$22,215
FTA 5311	\$3,707	\$1,686	\$349	\$388	\$407	\$428	\$449			\$3,707
FTA Funds - AR-5311	\$578		\$578							\$578
Local Funds	\$5,553	\$2,250	\$427	\$751	\$709	\$883	\$533			\$5,553
TCRP	\$7,700	\$7,700								\$7,700
<b>TOTAL</b>	<b>\$39,753</b>	<b>\$19,015</b>	<b>\$3,219</b>	<b>\$4,559</b>	<b>\$4,315</b>	<b>\$5,350</b>	<b>\$3,295</b>			<b>\$39,753</b>
<b>PROJECT PRIOR TO AMENDMENT</b>										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$26,322	\$7,379	\$1,864	\$5,440	\$5,709	\$5,930				\$26,322
FTA 5311	\$3,169	\$1,686	\$349	\$363	\$378	\$393				\$3,169
Local Funds	\$7,375	\$2,250	\$511	\$1,445	\$1,636	\$1,533				\$7,375
TCRP	\$7,700	\$7,700								\$7,700
<b>TOTAL</b>	<b>\$44,566</b>	<b>\$19,015</b>	<b>\$2,724</b>	<b>\$7,248</b>	<b>\$7,723</b>	<b>\$7,856</b>				<b>\$44,566</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 08  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD06 Capacity Status: NCI RTIP #: 08-08  
 TITLE: Bus/Rail Support Equipment & Facility Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities  
 DESCRIPTION: NCTD service area - facility and support equipment for fixed route and rail services including radio equipment, buildings and structures, shop and garage equipment, computer hardware & software, furnitures and fixtures, and service vehicles  
 CHANGE REASON: Add new funding source, Increase funding  
 EST TOTAL COST: \$19,917

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$11,066	\$6,046	\$1,287	\$2,429	\$944	\$360				\$11,066
FTA Funds - AR-5307	\$3,500		\$3,500							\$3,500
Local Funds	\$3,643	\$2,398	\$312	\$607	\$236	\$90				\$3,643
State Bond - STA	\$860		\$860							\$860
Transit Security (TSGP)	\$848		\$848							\$848
<b>TOTAL</b>	<b>\$19,917</b>	<b>\$8,444</b>	<b>\$6,807</b>	<b>\$3,036</b>	<b>\$1,180</b>	<b>\$450</b>				<b>\$19,917</b>

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$12,277	\$6,046	\$2,584	\$1,326	\$1,133	\$1,188				\$12,277
Local Funds	\$3,956	\$2,398	\$646	\$332	\$283	\$297				\$3,956
<b>TOTAL</b>	<b>\$16,233</b>	<b>\$8,444</b>	<b>\$3,230</b>	<b>\$1,658</b>	<b>\$1,416</b>	<b>\$1,485</b>				<b>\$16,233</b>

MPO ID: NCTD07 Capacity Status: NCI RTIP #: 08-08  
 TITLE: Fixed Route - Bus Shelters & Stops Exempt Category: Mass Transit - Construction of small passenger shelters and information kiosks  
 DESCRIPTION: NCTD service area - upgrade bus shelters & bus stops  
 CHANGE REASON: Add new funding source, Reduce funding, Revise funding between fiscal years  
 EST TOTAL COST: \$2,434

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$1,016	\$216	\$160	\$160	\$160	\$160	\$160			\$1,016
FTA 5316 - JARC	\$736	\$736						\$100		\$636
FTA Funds - AR-5307	\$245		\$245							\$245
Local Funds	\$437	\$237	\$40	\$40	\$40	\$40	\$40	\$25		\$412
<b>TOTAL</b>	<b>\$2,434</b>	<b>\$1,189</b>	<b>\$445</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$125</b>		<b>\$2,309</b>

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$1,644	\$216	\$180	\$184	\$184	\$880				\$1,644
FTA 5316 - JARC	\$1,270	\$736	\$534					\$100		\$1,170
Local Funds	\$728	\$237	\$179	\$46	\$46	\$220		\$25		\$703
<b>TOTAL</b>	<b>\$3,642</b>	<b>\$1,189</b>	<b>\$893</b>	<b>\$230</b>	<b>\$230</b>	<b>\$1,100</b>		<b>\$125</b>		<b>\$3,517</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 08  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD18	Capacity Status: NCI	RTIP #: 08-08
TITLE: Rail - ROW Improvements	Exempt Category: Mass Transit - Track rehabilitation in existing right of way	
DESCRIPTION: NCTD service area - cross-tie renewal program, street cross protection, rail structure rehabilitation, rail replacement, storage tracks, rail lubricators, at-grade crossing renewal, turnout renewal, other misc. improvements		
CHANGE REASON: Add new funding source, Reduce funding, Revise funding between fiscal years		
EST TOTAL COST:		\$16,468

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$7,861	\$5,860	\$837	\$920	\$244					\$7,861
FTA 5309 (FG)	\$579	\$579								\$579
FTA Funds - AR-5307	\$2,994		\$2,994							\$2,994
FTA Funds - AR-5309	\$862		\$862							\$862
Local Funds	\$1,916	\$1,420	\$205	\$230	\$61					\$1,916
TransNet - Transit	\$2,256	\$2,256								\$2,256
<b>TOTAL</b>	<b>\$16,468</b>	<b>\$10,115</b>	<b>\$4,898</b>	<b>\$1,150</b>	<b>\$305</b>					<b>\$16,468</b>

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$13,106	\$5,860	\$1,936	\$1,216	\$2,256	\$1,838				\$13,106
FTA 5309 (FG)	\$1,877	\$579		\$1,040		\$258				\$1,877
Local Funds	\$3,556	\$1,420	\$484	\$564	\$564	\$524				\$3,556
TransNet - Transit	\$2,256	\$2,256								\$2,256
<b>TOTAL</b>	<b>\$20,795</b>	<b>\$10,115</b>	<b>\$2,420</b>	<b>\$2,820</b>	<b>\$2,820</b>	<b>\$2,620</b>				<b>\$20,795</b>

MPO ID: NCTD22	Capacity Status: NCI	<b>DELETED - SEE V09</b>	RTIP #: 08-08
TITLE: Bridge & Infrastructure Program	Exempt Category: Safety - Railroad/highway crossing		
DESCRIPTION: Along coastal ROW from Orange County Line to downtown station at Santa Fe Depot and along inland ROW from Oceanside Transit Center (Oceanside, CA) to Escondido Transit Center (Escondido, CA). - bridges & other infrastructure improvements along rail ROW; FTA ARRA funds will be used by SANDAG to replace the Trestle Bridge 207.6, all other projects will be implemented by NCTD			
CHANGE REASON: Delete project, See V09			
EST TOTAL COST:			\$51,286

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$2,840	\$2,840								\$2,840
FTA 5309 (FG)	\$16,007	\$16,007						\$2,560		\$13,447
Local Funds	\$4,738	\$4,738						\$640		\$4,098
<b>TOTAL</b>	<b>\$23,585</b>	<b>\$23,585</b>						<b>\$3,200</b>		<b>\$20,385</b>

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$4,440	\$2,840	\$1,600					\$720		\$3,720
FTA 5309 (FG)	\$27,847	\$16,007	\$3,280	\$2,880	\$2,880	\$2,800		\$4,160		\$23,687
Local Funds	\$8,098	\$4,738	\$1,220	\$720	\$720	\$700		\$1,220		\$6,878
<b>TOTAL</b>	<b>\$40,385</b>	<b>\$23,585</b>	<b>\$6,100</b>	<b>\$3,600</b>	<b>\$3,600</b>	<b>\$3,500</b>		<b>\$6,100</b>		<b>\$34,285</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 08  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD41 Capacity Status: NCI **DELETED - TRANSFER TO SAN96** RTIP #: 08-08  
 TITLE: San Luis Rey Transit Center Exempt Category: Other - Bus terminals and transfer points  
 DESCRIPTION: In Oceanside - construct new multi-modal transit center as a component of a transit-oriented, mixed-use development which would include retail, commercial, residential and office space  
 CHANGE REASON: Delete project, Transfer to SAN96  
 EST TOTAL COST: \$8,974

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$3,876	\$3,876							\$676	\$3,200
FTA 5309 (Bus)	\$1,485	\$1,485						\$297	\$1,079	\$109
Local Funds	\$1,347	\$1,347						\$74	\$446	\$827
TransNet - MC	\$460	\$460						\$36	\$424	
<b>TOTAL</b>	<b>\$7,168</b>	<b>\$7,168</b>						<b>\$407</b>	<b>\$2,625</b>	<b>\$4,136</b>

\* STIP-TransNet swap

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$3,876	\$3,876							\$676	\$3,200
FTA 5309 (Bus)	\$1,843	\$1,485	\$358					\$297	\$1,079	\$467
Local Funds	\$1,436	\$1,347	\$89					\$74	\$446	\$916
TransNet - MC	\$460	\$460						\$36	\$424	
<b>TOTAL</b>	<b>\$7,615</b>	<b>\$7,168</b>	<b>\$447</b>					<b>\$407</b>	<b>\$2,625</b>	<b>\$4,583</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 08  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN39 Capacity Status: NCI RTIP #: 08-08  
 TITLE: Rail Electrification & Power Distribution Exempt Category: Mass Transit - Track rehabilitation in existing right of way  
 125-00  
 DESCRIPTION: MTS service area - catenary improvements, substation standardization, and improvements related to fixed guideway electrification and power distribution.  
 CHANGE REASON: Add new funding source, Increase funding  
 SANDAG ID: 1142000 EST TOTAL COST: \$24,249

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$3,580	\$640	\$300	\$800	\$800	\$520	\$520			\$3,580
FTA 5309 (FG)	\$6,182	\$2,682				\$1,750	\$1,750			\$6,182
FTA Funds - AR-5307	\$12,000		\$12,000							\$12,000
Local Funds	\$2,487	\$876	\$75	\$200	\$200	\$568	\$568			\$2,487
<b>TOTAL</b>	<b>\$24,249</b>	<b>\$4,198</b>	<b>\$12,375</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$2,838</b>	<b>\$2,838</b>			<b>\$24,249</b>

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$5,864	\$3,784	\$520	\$520	\$520	\$520				\$5,864
FTA 5309 (FG)	\$9,682	\$2,682	\$1,750	\$1,750	\$1,750	\$1,750				\$9,682
Local Funds	\$3,934	\$1,662	\$568	\$568	\$568	\$568				\$3,934
<b>TOTAL</b>	<b>\$19,480</b>	<b>\$8,128</b>	<b>\$2,838</b>	<b>\$2,838</b>	<b>\$2,838</b>	<b>\$2,838</b>				<b>\$19,480</b>

MPO ID: SAN66 Capacity Status: NCI RTIP #: 08-08  
 TITLE: Blue Line Upgrade Exempt Category: Mass Transit - Reconstruction or renovation of transit structures  
 DESCRIPTION: From 12th/Imperial to San Ysidro - design and construction for Trolley wayside and trackway modifications including stations to support new low-floor vehicle operations on the Blue Line  
 CHANGE REASON: Add new funding source, Revise funding between fiscal years  
 SANDAG ID: 1210001 EST TOTAL COST: \$114,695

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA Funds - AR-5307	\$44,560		\$44,560					\$12,442		\$32,118
FTA Funds - AR-5309	\$2,011		\$2,011							\$2,011
Local Funds	\$15,342		\$403			\$3,340	\$11,599	\$2,135		\$13,207
TransNet - MC	\$15,468	\$127	\$403			\$3,340	\$11,598	\$2,261		\$13,207
<b>TOTAL</b>	<b>\$77,381</b>	<b>\$127</b>	<b>\$47,377</b>			<b>\$6,680</b>	<b>\$23,197</b>	<b>\$16,838</b>		<b>\$60,543</b>

\* Project completion outside of programming cycle

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Local Funds	\$48,051		\$5,924	\$3,940	\$9,140	\$12,407	\$16,640	\$7,433		\$40,618
TransNet - MC	\$43,376	\$90	\$1,159	\$3,940	\$9,140	\$12,407	\$16,640	\$7,758		\$35,618
TransNet - Transit	\$302	\$67	\$235					\$302		
<b>TOTAL</b>	<b>\$91,729</b>	<b>\$157</b>	<b>\$7,318</b>	<b>\$7,880</b>	<b>\$18,280</b>	<b>\$24,814</b>	<b>\$33,280</b>	<b>\$15,493</b>		<b>\$76,236</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 08  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN96	Capacity Status: NCI	RTIP #: 08-08
TITLE: San Luis Rey Transit Center	Exempt Category: Other - Bus terminals and transfer points	
DESCRIPTION: In Oceanside - construct new multi-modal transit center as a component of a transit-oriented, mixed-use development which would include retail, commercial, residential and office space; this project was formally done by NCTD through the design phase		
CHANGE REASON: New project; transferred from NCTD41		
EST TOTAL COST:		\$7,828

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$3,876	\$3,876							\$676	\$3,200
FTA 5309 (Bus)	\$1,843	\$1,485	\$358					\$297	\$1,079	\$467
FTA Funds - AR-5307	\$1,500		\$1,500							\$1,500
Local Funds	\$609	\$520	\$89					\$74	\$446	\$89
<b>TOTAL</b>	<b>\$7,828</b>	<b>\$5,881</b>	<b>\$1,947</b>					<b>\$371</b>	<b>\$2,201</b>	<b>\$5,256</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 08  
San Diego Region (in \$000s)**

**San Diego Metropolitan Transit System**

MPO ID: MTS28 Capacity Status: NCI RTIP #: 08-08  
 TITLE: Bus & Rail Rolling Stock purchases Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet  
 DESCRIPTION: MTS service area - The purchase replacement buses (9 mid-size CNG, 141 ADA small, 11 medium, 130 40-foot CNG, 26 high capacity); procurement of LRV tires, rehabilitation, or retrofit of LRV mechanical and LRV electrical components  
 CHANGE REASON: Add new funding source, Increase funding  
 EST TOTAL COST: \$168,188

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$91,556	\$30,792	\$4,040	\$17,291	\$19,399	\$20,034				\$91,556
FTA 5307_TR	\$63		\$63							\$63
FTA 5309 (Bus)	\$475		\$475							\$475
FTA 5309 (FG)	\$5,377	\$4,133	\$1,244							\$5,377
FTA Funds - AR-5311	\$402		\$402							\$402
State Bond - STA	\$43,442	\$27,788	\$15,654							\$43,442
TDA	\$14,757	\$576		\$4,323	\$4,850	\$5,008				\$14,757
<b>TOTAL</b>	<b>\$156,072</b>	<b>\$63,289</b>	<b>\$21,878</b>	<b>\$21,614</b>	<b>\$24,249</b>	<b>\$25,042</b>				<b>\$156,072</b>

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$90,726	\$33,342	\$12,083	\$13,552	\$15,080	\$16,669				\$90,726
FTA 5307_TR	\$63		\$63							\$63
FTA 5309 (Bus)	\$985	\$488	\$497							\$985
FTA 5309 (FG)	\$7,333	\$4,133	\$800	\$800	\$800	\$800				\$7,333
Local Funds	\$7,762	\$7,762								\$7,762
State Bond - STA	\$27,788	\$27,788								\$27,788
TDA	\$15,722	\$576	\$3,221	\$3,588	\$3,970	\$4,367				\$15,722
TransNet - Transit	\$1,317	\$1,317								\$1,317
<b>TOTAL</b>	<b>\$151,696</b>	<b>\$75,406</b>	<b>\$16,664</b>	<b>\$17,940</b>	<b>\$19,850</b>	<b>\$21,836</b>				<b>\$151,696</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 08  
San Diego Region (in \$000s)**

**Various Agencies**

MPO ID: V09	Capacity Status: NCI	RTIP #: 08-08
TITLE: Bridge & Infrastructure Program.	Exempt Category: Safety - Railroad/highway crossing	
DESCRIPTION: Along coastal ROW from Orange County Line to downtown station at Santa Fe Depot and along inland ROW from Oceanside Transit Center (Oceanside, CA) to Escondido Transit Center (Escondido, CA). - bridges & other infrastructure improvements along rail ROW; FTA ARRA funds will be used by SANDAG to replace the Trestle Bridge 207.6, all other projects will be implemented by NCTD		
CHANGE REASON: New project; Joint project with NCTD		
		EST TOTAL COST: \$45,285

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
FTA 5307	\$8,240	\$2,840		\$800	\$3,200	\$1,400		\$640		\$7,600
FTA 5309 (FG)	\$18,367	\$16,007	\$560			\$1,800		\$3,120		\$15,247
FTA Funds - AR-5307	\$12,000		\$12,000							\$12,000
Local Funds	\$6,678	\$4,738	\$140	\$200	\$800	\$800		\$940		\$5,738
<b>TOTAL</b>	<b>\$45,285</b>	<b>\$23,585</b>	<b>\$12,700</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$4,000</b>		<b>\$4,700</b>		<b>\$40,585</b>

**Table 1**  
**2008 Regional Transportation Improvement Program**  
**Amendment No. 09**  
**San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL09C	Capacity Status: CI	RTIP #: 08-09
TITLE: I-805 Direct Access Ramp and HOV at Carroll Canyon		
DESCRIPTION: From Carroll Canyon Road to Interstate 5 - On I-805, construction of Direct Access Ramps (DARs) and HOV to Carroll Canyon Road		
CHANGE REASON: Revise fund source by fiscal year		
EA NO: 2T040	PPNO: 0716	EST TOTAL COST: \$102,000
RTP PAGE NO: A-5, A22, A-39	SANDAG ID: 1280505	
RAS (TA 9-5)		

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Corridor Mobility Program	\$57,500			\$57,500						\$57,500
Local Funds	\$11,700			\$11,700				\$100		\$11,600
Other Fed - ARRA-RSTP	\$18,100		\$18,100							\$18,100
TransNet - MC	\$14,700	\$6,229	\$7,171	\$1,300				\$13,400	\$1,300	
<b>TOTAL</b>	<b>\$102,000</b>	<b>\$6,229</b>	<b>\$25,271</b>	<b>\$70,500</b>				<b>\$13,400</b>	<b>\$1,400</b>	<b>\$87,200</b>

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Corridor Mobility Program	\$57,500			\$57,500						\$57,500
Local Funds	\$11,700		\$2,000	\$9,700				\$2,000		\$9,700
TransNet - MC	\$32,800	\$6,900	\$5,800	\$20,100				\$10,800	\$1,900	\$20,100
<b>TOTAL</b>	<b>\$102,000</b>	<b>\$6,900</b>	<b>\$7,800</b>	<b>\$87,300</b>				<b>\$10,800</b>	<b>\$3,900</b>	<b>\$87,300</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 09  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL29 Capacity Status: CI RTIP #: 08-09  
 TITLE: SR 76 Middle  
 DESCRIPTION: From Melrose Dr. to So. Mission Rd. - In San Diego County in and near Oceanside -widen from 2 to 4 lanes  
 CHANGE REASON: Add new funding source  
 EA NO: 08010 PPNO: 0759 EST TOTAL COST: \$244,228  
 RTP PAGE NO: A-6 SANDAG ID: 1207602  
 EARMARK NO: CA603/2719

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
DEMO - TEA 21	\$5,519		\$5,519						\$5,519	
HPP	\$4,000		\$4,000						\$4,000	
Other Fed - ARRA-RSTP	\$109,330		\$109,330							\$109,330
RSTP	\$6,285	\$6,285						\$6,285		
STP	\$1,000	\$1,000						\$1,000		
TransNet - MC	\$92,774	\$15,009		\$33,893	\$3,586	\$29,656	\$10,630	\$6,318	\$49,786	\$36,670
TransNet - REMP	\$12,000				\$4,000	\$4,000	\$4,000			\$12,000
<b>TOTAL</b>	<b>\$230,908</b>	<b>\$22,294</b>	<b>\$118,849</b>	<b>\$33,893</b>	<b>\$7,586</b>	<b>\$33,656</b>	<b>\$14,630</b>	<b>\$13,603</b>	<b>\$59,305</b>	<b>\$158,000</b>

\* The state contributed \$13M for environmental support outside of the STIP or RTIP

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
DEMO - TEA 21	\$5,519		\$5,519						\$5,519	
HPP	\$4,000		\$4,000						\$4,000	
RSTP	\$6,285	\$6,285						\$6,285		
RSTP - Conversion	\$67,106				\$5,524	\$29,982	\$31,600			\$67,106
STP	\$1,000	\$1,000						\$1,000		
TransNet - MC	\$134,998	\$28,168	\$12,768	\$14,320	\$38,050	\$7,541	\$34,151	\$6,318	\$49,786	\$78,894
TransNet - MC AC				\$67,106	\$(5,524)	\$(29,982)	\$(31,600)			
TransNet - REMP	\$12,000				\$4,000	\$4,000	\$4,000			\$12,000
<b>TOTAL</b>	<b>\$230,908</b>	<b>\$35,453</b>	<b>\$22,287</b>	<b>\$81,426</b>	<b>\$42,050</b>	<b>\$11,541</b>	<b>\$38,151</b>	<b>\$13,603</b>	<b>\$59,305</b>	<b>\$158,000</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 09  
San Diego Region (in \$000s)**

**Various Agencies**

MPO ID: V04	Capacity Status: NCI	RTIP #: 08-09
TITLE: Smart Growth Incentive Program	Exempt Category: Other - Transportation enhancement activities	
DESCRIPTION: Lump Sum for Transportation Enhancement Activities (TE) Program including enhancement of sidewalks and pedestrian plazas (landscaping, kiosks, trees, lighting, benches), intersection bulb-outs, traffic calming, landscaping and safety enhancements, and enhanced pedestrian amenities around transit stations		
CHANGE REASON: Increase funding		
		EST TOTAL COST: \$28,656

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
ARRA - TRANSPORTATION ENHANCEMENT	\$4,002		\$4,002							\$4,002
Local Funds	\$359		\$359					\$359		
SHOPP - State Cash	\$138	\$138								\$138
SHOPP STP - TE	\$1,062	\$1,062								\$1,062
STIP-RIP STP TE	\$20,445	\$7,841	\$4,296	\$4,754	\$3,554			\$740		\$19,705
STIP-RIP State Cash	\$2,650	\$1,016	\$557	\$616	\$461			\$96		\$2,554
<b>TOTAL</b>	<b>\$28,656</b>	<b>\$10,057</b>	<b>\$9,214</b>	<b>\$5,370</b>	<b>\$4,015</b>			<b>\$1,195</b>		<b>\$27,461</b>

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Local Funds	\$359		\$359					\$359		
SHOPP - State Cash	\$138	\$138								\$138
SHOPP STP - TE	\$1,062	\$1,062								\$1,062
STIP-RIP STP TE	\$20,445	\$7,841	\$4,296	\$4,754	\$3,554			\$740		\$19,705
STIP-RIP State Cash	\$2,650	\$1,016	\$557	\$616	\$461			\$96		\$2,554
<b>TOTAL</b>	<b>\$24,654</b>	<b>\$10,057</b>	<b>\$5,212</b>	<b>\$5,370</b>	<b>\$4,015</b>			<b>\$1,195</b>		<b>\$23,459</b>

**RTIP  
Funding Acronym**

AC	=	Advanced Construction
ARRA	=	American Recovery and Reinvestment Act (Federal Stimulus Program)
BIA	=	Bureau of Indian Affairs
BIP	=	Border Infrastructure Program (Federal under SAFETEA-LU)
BTA	=	Bicycle Transportation Account (State)
CBI	=	Corridors and Borders Infrastructure Program (Federal under TEA-21)
CMAQ	=	Congestion Mitigation and Air Quality (Federal formula)
CMIA	=	Corridor Mobility Improvement Account (Prop. 1B state bond)
DEMO	=	High Priority Demonstration Program under TEA-21 (Federal discretionary)
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)
FSP	=	Freeway Service Patrol (State legislation)
HBRR	=	Highway Bridge Repair and Rehabilitation under TEA-21 (Federal)
HBP	=	Highway Bridge Program under SAFETEA-LU (Federal)
HES	=	Hazard Elimination System (Federal administered by Caltrans)
HPP	=	High Priority Demonstration Program under SAFETEA-LU (Federal discretionary)
HRCSA	=	Highway-Railroad Crossing Safety Account (Prop. 1B state bond)
HSIP	=	Highway Safety Improvement Program (State administered by Caltrans)
IBRC	=	Innovative Bridge Research & Construction (Federal)
IM	=	Interstate Maintenance Discretionary (Federal)
IRR	=	Indian Reservation Roads program (Federal)
ITS	=	Intelligent Transportation System (Federal)
NCPD	=	National Corridor Planning & Development (Federal - same as CBI)
NHS	=	National Highway System
PLH	=	Public Lands Highway (Federal)
PTA	=	Public Transportation Account (State)
PTMISE	=	Public Transportation Modernization, Improvement, and Service Enhancement (Prop. 1B state bond)
RSTP	=	Regional Surface Transportation Program (Federal)
RTP	=	Recreational Trails Program (Federal)
SHOPP	=	State Highway Operation & Protection Program (for Caltrans use only)
SRTS	=	Safe Routes to School (Federal program administered by Caltrans)
STIP-IIP	=	State Transportation Improvement Program - Interregional Program (State)
STIP-RIP	=	State Transportation Improvement Program - Regional Improvement Program (State)
TCIF	=	Trade Corridor Improvement Fund (Prop. 1B state bond)
TCRP	=	Traffic Congestion Relief Program (State)
TCSP	=	Transportation & Community & System Preservation (Federal)
TSGP	=	Transit Security Grant Program (Prop. 1B state bond)
TLSP	=	Traffic Light Synchronization Program (Prop. 1B state bond)
TSM	=	Transportation Systems Management (State)
TDA	=	Transportation Development Act (State)
TDA-B	=	Transportation Development Act-Bicycle & Pedestrian Facilities (State)
TEA/TE	=	Transportation Enhancement Activities Program (Federal)

**RTIP  
Funding Acronym**

<i>TransNet-ADA</i>	=	Prop. A Local Transportation Sales Tax - compliance with federal Americans with Disabilities Act (Local)
<i>TransNet-B</i>	=	Prop. A Local Transportation Sales Tax - Bike (Local)
<i>TransNet-BNSP</i>	=	Prop. A Local Transportation Sales Tax extension - Bicycle and Neighborhood Safety Program (Local)
<i>TransNet-Border</i>	=	Prop. A Local Transportation Sales Tax extension - Border, part of Major Corridor (Local)
<i>TransNet-BRT/Ops</i>	=	Prop. A Local Transportation Sales Tax extension- Bus Rapid Transit/New Service (Local)
<i>TransNet-H</i>	=	Prop. A Local Transportation Sales Tax - Highway (Local)
<i>TransNet-78</i>	=	Prop. A Local Transportation Sales Tax - SR 78 (Local)
<i>TransNet-L</i>	=	Prop. A Local Transportation Sales Tax - Local Streets & Roads (Local)
<i>TransNet-T</i>	=	Prop. A Local Transportation Sales Tax - Transit (Local)
<i>TransNet-MC</i>	=	Prop. A Extension Local Transportation Sales Tax extension - Major Corridors (Local)
<i>TransNet-REMP</i>	=	Prop. A Extension Local Transportation Sales Tax extension - Regional Environmental Mitigation (Local)
<i>TransNet-S&amp;D</i>	=	Prop. A Local Transportation Sales Tax - Senior/Disabled (Local)
<i>TransNet-SS</i>	=	Prop. A Extension Local Transportation Sales Tax extension - Senior Services (Local)
<i>TransNet-TSI</i>	=	Prop. A Extension Local Transportation Sales Tax extension - Transit System Improvements (Local)
<i>TransNet-LSI</i>	=	Prop. A Extension Local Transportation Sales Tax extension - Local System Improvements (Local)
Section 5307	=	Federal Transit Administration Urbanized Area Formula Program
Section 5309 (Bus)	=	Federal Transit Administration Discretionary Program
Section 5309 (NS)	=	Federal Transit Administration Discretionary - New Starts Program (Discretionary)
Section 5309 (FG)	=	Federal Transit Administration Fixed Guideway Modernization (Formula program)
Section 5311	=	Federal Transit Administration Rural Program (Formula and Discretionary)
Section 5310	=	Federal Transit Administration Elderly & Disabled Program (Discretionary allocated by CTC)
Section 5316 (JARC)	=	Federal Transit Administration Jobs Access Reverse Commute (Discretionary)
Section 5317 (NF)	=	Federal Transit Administration New Freedom

*Updated 3/11/09*

## SANDAG Compliance with provisions set forth in the American Recovery and Reinvestment Act of 2009 (ARRA)

In accordance with the American Recovery and Reinvestment Act of 2009 (ARRA), P.L. 111-5, Title XII, Transportation and Housing and Urban Development and Related Agencies, Federal Highway Administration, Highway Infrastructure Investment program states, "That in selecting projects to be carried out with funds apportioned under this heading, priority shall be given to projects that are projected for completion within a 3-year time frame, and are located in economically distressed areas as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. §3161)."

### Analysis of 3-Year Time Frame Criterion

The attached map shows the regional transportation projects proposed for ARRA funding. Each of these projects is expected to be complete within a 3-year time frame.

### Analysis of Economically Distressed Criteria

Subsection (a) of United States Code, 42 USC §3161 states that for a project to be eligible for assistance under this section, projects shall be located in an area that meets one of more of the following criteria:

- (1) Low per capita income: This area has a per capita income of 80 percent or less of the national average.
- (2) Unemployment rate above national average: The area has unemployment rate that is, for the most recent 24-month period for which data is available, at least one percent greater than the national unemployment rate.
- (3) Unemployment or economic adjustment problems: The area is an area that the Secretary of Transportation determines has experienced or is about to experience a special need arising from actual or threatened severe unemployment or economic adjustment problems resulting from severe short-term or long-term changes in economic conditions.

Based on the current law, the following areas within San Diego County qualify as economically distressed under criteria (1) and/or (2) above: El Cajon, Imperial Beach, Lemon Grove, and National City.

- In regard to the income criterion, US per capita income is estimated at \$26,178 for 2005-2007. Three cities within San Diego County had per capita incomes that were 80 percent or less than the national average (i.e., \$20,942 or less). They are Imperial Beach, Lemon Grove, and National City.
- In regard to the unemployment criterion, for all of the 24 months between March 2007 and February 2008, three areas within San Diego County had unemployment rates that were at least one percent greater than the U.S. unemployment rates: El Cajon, Imperial Beach, and National City. Lemon Grove and Bostonia (a CDP<sup>1</sup>) also would meet the criterion if only annual rates for 2007 and 2008 are considered.

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<sup>1</sup> A census-designated place (CDP) is a type of place (a concentration of population) identified by the United States Census Bureau for statistical purposes.

Further, Subsection (b) of 42 USC §3161 states, "An area that meets one or more of the criteria of subsection (a) of this section, including a small area of poverty or high unemployment within a larger community in less economic distress, shall be eligible for assistance...without regard to political or other subdivisions or boundaries."

As discussed above, there are distinct areas within San Diego County that have low per capita income and/or high unemployment rates. Two counties adjacent to San Diego County, specifically Riverside County and Imperial County, also meet the economically distressed criteria referenced in ARRA. The regional transportation system provides connectivity to these distressed areas both within the region and to adjacent counties. As such, the proposed ARRA projects in the San Diego region (shown in the attached map) provide connectivity to and serve economically distressed areas.

