

**Transmittal Date:** March 19, 2010

**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:** Mr. Dennis Jacobs

**FROM:**

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

**Amendment Number:** 19 to the 2008 RTIP

**Amendment Type:** Administrative

**Number of Projects in this Amendment:** There are 2 projects in Amendment No. 19

**Brief Description of the Amendment:**

Two lump sum exempt projects.

**Board Resolution:** N/A

**Certification:** (MPO) certifies that there are no projects in this amendment included in any other amendment that is currently open for public review.

**Conformity Determination:** see conformity from Amend. No. 16

**Financial Constraint:** N/A)

**MPO's CTIPS Approval Date:** 3/19/10.

**List of Lump Sums:** see attached (SHOPP and LOSSAN)

# TRANSPORTATION COMMITTEE

March 19, 2010

AGENDA ITEM NO.: **4**

**Action Requested: APPROVE**

2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:  
AMENDMENT NO. 22

File Number 1500300

## Introduction

On July 25, 2008, the Board of Directors adopted the 2008 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 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.

## Recommendation

The Transportation Committee is asked to approve Amendment No. 22 to the 2008 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 2008 RTIP provides additional details regarding the difference between formal and administrative amendments. The proposed Amendment No. 22 is considered administrative. The federal agencies delegated the approval of administrative amendments to the state, thereby streamlining the approval process.

## Discussion

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. Two projects were identified as needing an amendment due to timing related issues.

Below are the projects proposed to be amended; additional information is included in Attachment 1.

### *Caltrans*

- **SHOPP Roadway Preservation (CAL46E):** This amendment proposes to add a project within this lump sum that is ready to advertise in April; and also revises future year funding for existing projects. In order for Caltrans to advertise the project, it must be included in an approved RTIP resulting in the need for this amendment. Also, prior year programmed projects are deleted to keep the lump sum up-to-date. The total project increases to \$113,160,000.

- **Coastal Rail Corridor (SAN114):** SANDAG has identified unprogrammed federal Regional Surface Transportation Program (RSTP) funds for FY 2010. In order to ensure that the region uses all available federal funds, this amendment proposes to exchange \$11,454,000 of *TransNet*-Major Corridor (MC) funds currently programmed to this lump sum rail project with a like amount of RSTP. This action also would free up *TransNet*-MC to use toward other Board priority projects. The total project remains \$19,100,000.

As a major transit capital project, following the guidance and requirements under the Federal Transit Administration (FTA) rather than the Federal Highway Administration (FHWA) makes for a more streamlined process. Since RSTP is funded through FHWA, this amendment would allow SANDAG to request a fund transfer from FHWA for the RSTP funds to FTA. The transfer becomes official once FTA approves the grant application that includes this project and funding. Because the fund transfer between FHWA and FTA is a time-consuming process, this amendment is needed in order to ensure that the transfer and subsequent FTA application can be approved within FY 2010.

### ***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 No. 22 do not affect the fiscal constraint as submitted as part of Amendment No. 16, 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 No. 22, continues 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 Federal Highway Administration and the Federal Transit Administration jointly approved the conformity determination for the 2008 RTIP and the conformity redetermination for the 2030 RTP on November 17, 2008. On January 22, 2010, an additional Air Quality analysis was approved by the Board of Directors for all capacity-increasing projects included in Amendment No. 16.

Projects in RTIP Amendment No. 22 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). Amendment No. 22 does not interfere with the timely implementation of Transportation Control Measures. The 2008 RTIP, including Amendment No. 22, remains in conformance with the SIP.

LAUREN WARREM  
Director of Finance (Acting)

Attachment: 1. Table 1, Amendment No. 22

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**Table 1**  
**2010 Regional Transportation Improvement Program**  
**Amendment No. 22**  
**San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL46E	Capacity Status: NCI	RTIP #: 08-22
TITLE: SHOPP Roadway Preservation	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	
DESCRIPTION: Countywide - lump sum for roadway preservation projects including roadway/pavement rehabilitation, pavement preservation, long-life pavement rehabilitation, roadway protective betterments, drainage system restoration, signs and lighting rehabilitation		
CHANGE REASON: Increase funding, Revise funding between fiscal years		
		EST TOTAL COST: \$113,160

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
SHOPP (AC)	\$100,182	\$23,617	\$2,728		\$27,623	\$46,214				\$100,182
SHOPP - State Cash	\$12,978	\$3,059	\$353		\$3,578	\$5,988				\$12,978
<b>TOTAL</b>	<b>\$113,160</b>	<b>\$26,676</b>	<b>\$3,081</b>		<b>\$31,201</b>	<b>\$52,202</b>				<b>\$113,160</b>

*PROJECT PRIOR TO AMENDMENT*

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
SHOPP (AC)	\$80,308	\$23,617	\$2,728		\$16,012	\$37,951				\$80,308
SHOPP - State Cash	\$12,857	\$5,513	\$353		\$2,074	\$4,917				\$12,857
SHOPP NHS - Roadway Preserv.	\$18,933	\$18,933								\$18,933
<b>TOTAL</b>	<b>\$112,098</b>	<b>\$48,063</b>	<b>\$3,081</b>		<b>\$18,086</b>	<b>\$42,868</b>				<b>\$112,098</b>

**2010 Regional Transportation Improvement Program  
Amendment No. 22  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN114	Capacity Status: NCI	RTIP #: 08-22
TITLE: Coastal Rail Corridor		
DESCRIPTION: From Camp Pendleton to City of San Diego along the LOSSAN Corridor; design track improvements; SANDAG ID 1239802 to 1239808		
CHANGE REASON: Add new funding source, Revise funding between fiscal years		
		EST TOTAL COST: \$19,100

	<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>
Prop. 116	\$501			\$501				\$501		
RSTP	\$11,454			\$11,454				\$11,454		
TCRP	\$1,000			\$1,000				\$1,000		
TransNet - MC	\$6,145			\$3,005	\$3,140			\$6,145		
<b>TOTAL</b>	<b>\$19,100</b>			<b>\$15,960</b>	<b>\$3,140</b>			<b>\$19,100</b>		

**PROJECT PRIOR TO AMENDMENT**

	<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>
Prop. 116	\$501			\$501				\$501		
TCRP	\$1,000			\$1,000				\$1,000		
TransNet - MC	\$17,599			\$7,328	\$7,271	\$3,000		\$17,599		
<b>TOTAL</b>	<b>\$19,100</b>			<b>\$8,829</b>	<b>\$7,271</b>	<b>\$3,000</b>		<b>\$19,100</b>		

**2010 Regional Transportation Improvement Program  
Amendment No. 22  
San Diego Region (in \$000s)**

**RTIP Fund Types**

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	=	Corrdior 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)
HBP	=	Highway Bridge Program under SAFETEA-LU (Federal)
HBRR	=	Highway Bridge Repair and Rehabilitation under TEA-21 (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)
Section 5307	=	Federal Transit Administration Urbanized Area Formula Program
Section 5309 (Bus)	=	Federal Transit Administration Discretionary Program

**2010 Regional Transportation Improvement Program  
Amendment No. 22  
San Diego Region (in \$000s)**

Section 5309 (FG)	=	Federal Transit Administration Fixed Guideway Modernization (Formula program)
Section 5309 (NS)	=	Federal Transit Administration Discretionary - New Starts Program (Discretionary)
Section 5310	=	Federal Transit Administration Elderly & Disabled Program (Discretionary allocated by CTC)
Section 5311	=	Federal Transit Administration Rural Program (Formula and Discretionary)
Section 5316 (JARC)	=	Federal Transit Administration Jobs Access Reverse Commute (Discretionary)
Section 5317 (NF)	=	Federal Transit Administration New Freedom
TCIF	=	Trade Corridor Improvement Fund (Prop. 1B state bond)
TCRP	=	Traffic Congestion Relief Program (State)
TCSP	=	Transportation & Community & System Preservation (Federal)
TDA	=	Transportation Development Act (State)
TDA-B	=	Transportation Development Act-Bicycle & Pedestrian Facilities (State)
TEA/TE	=	Transportation Enhancement Activities Program (Federal)
TLSP	=	Traffic Light Synchronization Program (Prop. 1B state bond)
TSGP	=	Transit Security Grant Program (Federal Homeland Security Office)
TSM	=	Transportation Systems Management (State)
TransNet-78	=	Prop. A Local Transportation Sales Tax - SR 78 (Local)
TransNet-ADA	=	Prop. A Local Transportation Sales Tax - compliance with federal Americans with Disabilities Act (Local)
TransNet-B	=	Prop. A Local Transportation Sales Tax - Bike (Local)
TransNet-BNSP	=	Prop. A Local Transportation Sales Tax extension - Bicycle and Neighborhood Safety Program (Local)
TransNet-BRT/Ops	=	Prop. A Local Transportation Sales Tax extension- Bus Rapid Transit/New Service (Local)
TransNet-Border	=	Prop. A Local Transportation Sales Tax extension - Border, part of Major Corridor (Local)
TransNet-H	=	Prop. A Local Transportation Sales Tax - Highway (Local)
TransNet-L	=	Prop. A Local Transportation Sales Tax - Local Streets & Roads (Local)
TransNet-LSI	=	Prop. A Extension Local Transportation Sales Tax extension - Local System Improvements (Local)
TransNet-MC	=	Prop. A Extension Local Transportation Sales Tax extension - Major Corridors (Local)
TransNet-REMP	=	Prop. A Extension Local Transportation Sales Tax extension - Regional Environmental Mitigation (Local)
TransNet-S&D	=	Prop. A Local Transportation Sales Tax - Senior/Disabled (Local)
TransNet-SS	=	Prop. A Extension Local Transportation Sales Tax extension - Senior Services (Local)
TransNet-T	=	Prop. A Local Transportation Sales Tax - Transit (Local)
TransNet-TSI	=	Prop. A Extension Local Transportation Sales Tax extension - Transit System Improvements (Local)

**San Diego Association of Governments**  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

*March*  
*Admin Mod*

**2008**

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Roadway Preservation</b>									
<i>Not Prog</i>	1100000581	SD	11	08040	5	In the cities of San Diego and National City, from the Mexico Border to south of 19th Street. Rehabilitate pavement.	\$2,760	\$10	\$10,340
<i>Not Prog</i>	1100000582	SD	11	24010	5	In the cities of San Diego and National City, from 24th Street to Route 209. Rehabilitate pavement	\$3,613	\$25	\$23,530
<i>11/12 Increase</i>	1100000512	SD	11	29040	94	In and near Jamal from Route 54 to 0.2 mile east of Marron Valley Road. Rehabilitate roadway.	\$3,589		\$20,660
<i>11/12 Increase</i>	1100000513	SD	11	27550	67	In El Cajon and near Santee, from Route 8 to the San Diego River Bridge. Rehabilitate roadway.	\$2,456		\$22,006
<i>10/11 New</i>	1100000588	SD	11	27490	78	In Vista and San Marcos, from east of Emerald Drive to west of San Marcos Boulevard. Rehabilitate pavement	\$2,415		\$10,700
<i>Not Prog</i>	1100000589	SD	11	23930	163	In the city of San Diego, from Route 8 to Route 15. Rehabilitate pavement.	\$1,931		\$9,400
<i>Not Prog</i>	1100000585	SD	11	23640	8	Near El Cajon, from west of Lake Jennings Park Road to east of Harbison Canyon. Rehabilitate pavement.	\$1,336		\$5,200
<i>Not Prog</i>	1100000586	SD	11	28970	15	In the city of San Diego, from south of Route 395 to south of Route 15. Rehabilitate pavement.	\$2,634		\$10,578
<i>11/12 10/11</i>	1100000401	SD	11	27080	VAR	In San Diego County, at various locations. Rehabilitate culvert.	\$2,783	\$354	\$4,000
<i>1/12 Increase</i>	1100000518	SD	11	29170	VAR	In San Diego County, on Routes 5, 8, 15, 163 and 805. Replace signs.	\$1,252		\$2,239
County Total							\$24,769	\$389	\$118,653

LUMP SUM PROJECTS Coastal Rail Corridor AS OF 3/10/2010

**Coastal Rail Corridor Project Lump Sum List (SAN114) for Amendment 22**

<u>MPO ID</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Lead Agency</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
SAN115	San Onofre to Pulgas Double Trak	design a passing track on the LOSSAN Corridor; this project will provide 5.8 miles of second main track and will include signals, retaining walls and bridge replacements and a universal crossover near CP San Onofre	San Diego Association of Governments	\$0	\$5,400,000	\$0	\$0	\$0
SAN116	Oceanside Station Stub Tracks	design two 1,000 foot long stub tracks at Oceanside Transit Center (MP 226.4) including modifications to the existing pedestrian loading platform to allow for a through track for AMTRAK	San Diego Association of Governments	\$0	\$825,000	\$275,000	\$0	\$0
SAN117	Poinsettia Run Through Track	design a run through track for Intercity trains; 1.3 miles of run through track to include signals, new pedestrian bridge over and underpass at Poinsettia Station	San Diego Association of Governments	\$0	\$850,000	\$850,000	\$0	\$0
SAN118	San Elijo Lagoon Double Track	design 1.3 miles of passing track including signals and a new rail bridge in San Elijo Lagoon	San Diego Association of Governments	\$0	\$3,031,000	\$1,569,000	\$0	\$0
SAN119	Sorrento-South Double Track	design 1.1 miles of double track including signals, track elevation out of the floodplain, a new double track bridge at 248.7, platform and parking reconfiguration	San Diego Association of Governments	\$0	\$2,000,000	\$1,700,000	\$0	\$0
SAN120	Tecolote Crossover	design a crossover allowing trains to wait for oncoming trains and replace intermediate signals with control points	San Diego Association of Governments	\$0	\$854,000	\$146,000	\$0	\$0
SAN121	Carlsbad Double Track	design 1.9 miles of second main track including signals, a new bridge over Aqua Hediona Lagoon and a universal crossover near CP Farr.	San Diego Association of Governments	\$0	\$1,300,000	\$300,000	\$0	\$0
<b>TOTAL</b>				<b>\$0</b>	<b>\$14,260,000</b>	<b>\$4,840,000</b>	<b>\$0</b>	<b>\$0</b>