

Transmittal Date: February 28, 2005

TO:

Caltrans, Division of Programming
Office of Federal Transportation
Management Program

Attn: Mr. Abhijit Badge

FROM:

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MPO Name: San Diego Association of Governments (SANDAG)

Amendment Number: 5 to the 2004 RTIP

Amendment Type: Formal

Number of Projects in this Amendment: There are 23 total projects in this amendment.

Brief Description of the Amendment:

See attached Board of Directors Report and Attachment 1. CTIPS has been updated.

This amendment revises existing projects and revises funding for transit projects consistent with the regional Capital Improvement Program

Board Resolution: See signed resolution on page

Conformity Determination: See Air Quality Analysis section of the report as well as the signed resolution attesting to conformity.

Financial Constraint: Amendment No. 5 is financially constrained.

MPO's CTIPS Approval Date: February 25, 2005 (date of SANDAG Board approval)



**BOARD OF DIRECTORS
FEBRUARY 25, 2005**

**AGENDA ITEM NO. 05-2-7
ACTION REQUESTED - APPROVE**

CAPITAL IMPROVEMENT PROGRAM

Introduction

The Metropolitan Transit System (MTS) and the North San Diego County Transit Development Board (NCTD) have developed their Capital Improvement Programs (CIPs) for FY 2006. The CIPs will form the basis for updating the 2004 Regional Transportation Improvement Program (RTIP), and based on the CIPs, SANDAG will apply for the Federal Transit Administration's (FTA's) Section 5307 Urbanized Area formula funds and the Section 5309 Rail Modernization funds for all MTS projects and for those NCTD major capital projects for which SANDAG is the implementing agency. NCTD will continue as grantee for its baseline capital projects and those major projects being retained by NCTD as well as preventive maintenance and other operating assistance.

The MTS Board of Directors approved its CIP on January 27, 2005, and the proposed SANDAG Board action reflects the MTS Board action with one exception -- the CIP under consideration by SANDAG reflects the proposed transfer of \$700,000 from MTS FY 2006 Regional Miscellaneous Operating Capital to SANDAG for planning studies in accordance with SB 1703. The recommendation for approval of the CIP, including this transferred amount, would be subject to final approval by the MTS Board of Directors on February 24, 2004. The NCTD Preliminary CIP was approved by its Board on February 17, 2005, with final NCTD Board approval in June 2005 in conjunction with its annual Operating Budget.

MTS and NCTD undertook very similar project selection processes based on established criteria and involving the active participation of sponsoring agencies and/or departments. The draft CIP project listings are attached (Attachments 1 and 2) for the SANDAG Board of Directors approval subject to the Transportation Committee's approval of this item at its February 18, 2005, meeting.

Recommendation

Subject to its action on February 18, 2005, the Transportation Committee recommends that the SANDAG Board of Directors approve the following items:

1. the FY 2006 Capital Improvement Program for funding for the San Diego region (MTS and NCTD) including, subject to MTS Board approval on February 24, 2004, the transfer of funds from MTS to SANDAG for planning studies;
2. the submittal of federal Sections 5307 and 5309 applications for the San Diego region (MTS and NCTD) (shown in Attachments 1 and 2, respectively);
3. the transfer of \$11,483,000 from the indicated MTS projects to the MTS FY 2006 CIP; and
4. the adoption of Resolution No. 2005-18 approving Amendment No. 5 to the 2004 RTIP, which incorporates the FY 2006 CIP recommendations.

Discussion

FTA Section 5307 and Section 5309 Funds

These FTA formula programs are the primary sources of funding for transit operational and replacement capital projects in the region. The funds can be used generally to provide 80 percent of the cost of capital projects and the cost of preventive maintenance activities (considered to be operating costs). The ratio increases to 83 percent for the "clean-fuel" buses and vehicles meeting the Americans with Disabilities Act (ADA) requirements.

The Section 5307 Urbanized Area formula program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs for urbanized areas such as San Diego County. Section 5307 formula funds may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventive maintenance thereby, in effect, mitigating the lack of operating assistance.

The Fixed Guideway Modernization program (also known as Rail Mod) is one of three categories of funding under the Section 5309 Capital Investment Program, which also includes the Bus Capital and Fixed Guideway New Starts programs. Unlike the Section 5309 Bus Capital and Fixed Guideway New Starts programs, the Rail Mod program is apportioned by formula. The Bus Capital and Fixed Guideway New Starts programs are designed to assist in meeting extraordinary capital needs and are awarded generally at the discretion of the U.S. Congress. Section 5309 Rail Mod funds are allocated to rail systems that have been in operation for at least seven years. Eligible projects include the modernization of existing fixed guideway systems, including rolling stock. Through FY 2003, MTDB was the sole recipient of Rail Mod funds for San Diego County. Beginning in FY 2004, NCTD's Coaster service completed its seventh year of operations making NCTD an eligible recipient of these funds. Like the Section 5307 funds, the Rail Mod funds may be used for preventive maintenance costs as well as for rail capital.

Traditionally, SANDAG has apportioned the formula funds between MTDB and NCTD based on an agreed to distribution with MTDB receiving approximately 70 percent, and NCTD receiving approximately 30 percent of the Section 5307 funds after the off-the-top funds are programmed for SANDAG planning and the regional vanpool program. While this is the approach that has been agreed to by the transit agencies and applied in recent years, SANDAG has not adopted a formal policy for dividing the federal capital funds for the region.

MTS FY 2006 CIP

The allocation for the MTS Section 5307 program is \$32,976,000. This would be matched with local funds of \$8,244,000, which means that this program would provide an estimated \$41,221,000 to fund FY 2006 capital projects.

For FY 2006, the Section 5309 Rail Mod funds allocated to MTS are \$8,750,000. A total of \$1 million of this allocation will be transferred to NCTD in accordance with the agreement made by the two

agencies. The remaining Section 5309 program funds of \$7,750,000 would be matched with local funds of \$1,938,000, which means that this program would provide an estimated \$9,688,000 to fund FY 2006 capital projects.

The total of these two revenue sources is \$50.9 million. In addition, \$11.5 million would be transferred from current projects to the MTS FY 2006 CIP, bringing the total recommendation to \$62.4 million. This would result in the receipt of \$29.5 million in preventive maintenance (FY 2005 operating) and planning funds for MTS operations, and \$32.9 million in capital funds.

Development of the MTS FY 2006 CIP

The CIP process began in July 2004 with the call for projects. Five meetings of the Capital Projects Review Committee (CPRC) were held to review the project list and to develop a CIP recommendation for FY 2006. In accordance with the Capital Projects Selection Process, the CPRC is comprised of staff members representing each of the MTS operators: Chula Vista Transit (CVT), MTS, National City Transit (NCT), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI). Each CPRC member was responsible for submitting the capital requests for their agency and the cities it serves. The CPRC reviewed and approved, by consensus, the prioritization of those capital requests. Attachment 1 shows the recommended FY 2006 CIP, and Attachment 3 provides descriptions of the recommended projects for the MTS area.

The recommended CIP assumes \$29 million for preventive maintenance, \$3.9 million for debt service related to the Regional Transit Management System (1094000), and \$4.5 million for the debt service related to Automated Fare Technology (1145700). In addition, \$500,000 is set aside for MTS planning studies: these projects fund the day-to-day activities of the MTS planning staff, such as service planning/monitoring and short-range transit planning, and have customarily been funded by Federal Section 5307 funds. The remaining projects all compete for the balance of available funding after the preventive maintenance, debt service, and planning studies have been taken into consideration.

The capital project list in Attachment 1 represents the five-year, unconstrained need for the MTS operators. Each MTS agency submitted its capital project requests in priority order. The lists were consolidated for review by the CPRC to ensure that operationally critical projects were funded. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

Transfer of Existing Project Funding

The FY 2006 capital project needs were more than three times the available funding remaining for those projects after funding preventive maintenance and debt service. Prior to finalizing the recommendation, all previously budgeted capital projects were reviewed to identify certain projects that may have been delayed or completed under budget to be sure that deserving new projects do not go unfunded while prior year capital programming remains tied up and unused. As a result of this review, we identified \$11,483,000 that could be transferred to the FY 2006 CIP. A list of the individual projects and the amount to be transferred from each follows:

PROJECT NO.	PROJECT NAME	FUNDING SOURCE	TRANSFER AMOUNT \$ 000'S
1040800	Rail Yard Expansion (MVEast) – Phase III	<i>TransNet</i>	\$ 419.0
1049800	Trolley Fiber Infrast. (Network Communications)	Y313/0655	5,300.0
1074900	Substation Catenary Switches	0525	149.0
1084200	Fenton Parkway Station	Dev. Fees	275.0
1089700	Yard Switch Electrification Phase II	0525	29.0
1094200	Grade Crossing/Standby Pwr Improvements	0541	35.9
1094900	Crossing Protection Indicators	0541	45.0
1095500	Anita Street Crossing Widening (design)	0541	36.6
1098800	Articulated Bus AC Retrofit	X971	3.5
1099300	IAD Land Purchase	X971	3,015.0
1099600	IAD/KMD Yard Lighting	X971	36.5
1101600	Regional Misc. Capital - La Mesa Dial-a-Ride	Y058	2.0
1102000	Overhaul Rerail Equipment	0590	14.2
1102800	LRV HVAC Modification Phase III	0590	100.0
1103800	NCT Maintenance Office	Y058	35.0
1108300	Section Insulator Procurement	0655	41.3
1140300	Train Location (Centralized Train Control)	Y173/Y313	1,357.0
1140400	Tunnel Fleet Modifications	0655/0690	589.0
			\$11,483.0

(More detail is included in Attachment 4.)

The table in Attachment 5 shows the impact that the commitments made this year will have on the availability of funding for new capital projects over the following four years (FY 2007 to FY 2010). Large multiyear and phased projects have been assumed to be funded over a number of years in order to fund as many projects as possible. However, the amount of future commitment for these projects diminishes through the end of the period. In addition, the program assumes, at the MTS and SANDAG Boards' discretion, that we maximize the amount of formula funds for preventive maintenance for the next five years. The amount assumed is based on the current estimate of \$29 million for SDTI and SDTC preventive maintenance costs.

Taking into account anticipated future preventive maintenance, future multiyear capital commitments, and annual planning studies, the balance remaining for future programming could be as low as 31 percent of the annual CIP total for the FY 2007 program. It should be noted, however, that as the system matures, we will have more of these large projects, and we will need to develop new funding sources for this purpose. Continuing to rely on formula funds for these large capital projects at the expenses of operational-type capital replacements is not an option.

Local Match

The local match for these projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be Transportation Development Act (TDA) funds, final decisions on the matching source would be made during the FY 2006 budget development process.

NCTD FY 2006 CIP

After deducting NCTD's required contribution for the regional fare technology project off the top, the allocation for NCTD's Section 5307 program is \$14,061,000. This would be matched with local funds of \$3,515,000, which means that this program would provide an estimated \$17,577,000 to fund FY 2006 capital projects.

For FY 2006, the Section 5309 funds allocated to NCTD are \$3,750,000. As stated above, an additional \$1 million will be transferred from MTS to NCTD in accordance with a fund transfer agreement made previously by the two agencies. The total Section 5309 program funds of \$4,750,000 would be matched with local funds of \$1,188,000, which means that this program would provide an estimated \$5,938,000 to fund FY 2006 capital projects.

The total of these two revenue sources and the related local match is \$23.5 million. In addition, \$1.4 million in federal earmarks and other miscellaneous capital funding sources will be used for NCTD's FY 2006 CIP, bringing the total recommendation to \$24.9 million. This would result in the receipt of \$11 million in preventive maintenance and other operating assistance (FY 2005 operating) funds for NCTD operations, and \$13.9 million in capital funds.

Development of the NCTD FY 2006 CIP

Each year NCTD prepares a five-year CIP, which is a multiyear plan of capital projects for facility construction, capital improvements, and capital acquisitions, along with estimated costs and proposed funding. The proposed CIP, covering the five-year period from FY 2006 to FY 2010, which has been prepared and reviewed by NCTD staff, is summarized in Attachment 2. This summary is a constrained plan and does not include the multitude of capital projects for which funding was not available.

The proposed CIP for FY 2006 to FY 2010 is based on staff's preliminary estimates of funding levels for fiscal years 2007 - 2010. Staff may recommend minor modifications to the proposed CIP based on the final revenue estimates. As part of the annual CIP development process, NCTD completed a rating and ranking process for all of its capital projects. If funding for the CIP is not sufficient to fully fund the proposed program, projects would be funded on a priority basis, based upon their final ranking. If funding exceeds the estimated levels, priority projects that did not receive all funding requested could receive additional funding. As noted previously, NCTD had numerous other capital projects needs which have not been included in the proposed CIP because of funding constraints. The projects which are shown in Attachment 2 are those that ranked highest and were deemed most critical to NCTD's operations based on the established evaluation criteria.

NCTD's proposed CIP is scheduled for formal NCTD Board approval in June 2005 in conjunction with its annual Operating Budget, following a 30-day public comment period and public hearing.

NCTD's CIP assumes \$56.4 million for preventive maintenance and other operating assistance for the next five years. Capital projects related to the SPRINTER were treated as a priority in FY 2007 and FY 2008 to support the opening of the SPRINTER Rail Project.

NCTD's unfunded capital program also includes several major capital projects on the horizon over the next five years, including bus replacements, rail bridge and infrastructure replacements, and station/transit center projects. As is true of its baseline capital program, NCTD's major project capital needs for the future also far exceed the projected availability of federal formula funds.

Long-Term Capital Needs

As presented to the Transportation Committee on January 21, 2005, both MTS and NCTD have significant capital maintenance needs for the infrastructure of their transit systems. The projected funding necessary to adequately maintain these systems far exceeds any amount that could be received from the federal formula program. It is imperative that we aggressively seek other sources of funding for these purposes. Long-term effects of how aging infrastructure may impact a transit service agency include:

- Impacts on safety and service reliability
- Reduced operating speeds
- Increases in maintenance intervals and level of effort
- Increased staffing and equipment
- Regulatory compliance impacts: Federal Railroad Administration (FRA), California Public Utilities Commission (CPUC), Federal Transit Administration, and California Highway Patrol (CHP)
- Loss of ridership

Regional Transportation Improvement Program (RTIP)

Every two years, SANDAG must develop and adopt an RTIP, as required by state and federal laws. The 2004 RTIP is a multi-year funding program of proposed major highway, arterial, transit, and bikeway projects, including the *TransNet* Program of Projects. In order to apply for federal grants, all projects funded with federal funds, including the projects identified in the CIP, must be included in the approved RTIP. These CIP projects are included as part of the 2004 RTIP, Amendment No. 5.

Also, federal regulations require SANDAG to conduct an air quality conformity analysis of all regionally significant capacity increasing projects in the 2004 RTIP. On July 23, 2004, SANDAG found the 2004 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan for the San Diego Region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the 2004 RTIP, as amended.

Projects included in this CIP as Amendment No. 5 have been demonstrated to satisfy the requirements of 40 CFR 93.118 and 93.119 without a new regional emissions analysis in accordance with the provisions of 40 CFR 93.122(e)(2)(ii). The capacity increasing projects in Amendment No. 5 were included in the regional emission analysis of the 2030 RTP with design, concept, and scope adequately detailed to determine their contribution to the RTP's regional emissions at the time of conformity determination. The design, concept, scope, and implementation schedule of the projects

are not significantly different from that described in the 2030 RTP. Other projects in Amendment No. 5 are either non-capacity increasing or exempt from the requirement to determine conformity according to §93.126 of the Transportation Conformity Rule. SANDAG followed interagency consultation procedures to determine that these projects were exempt. The funding changes for the projects in Amendment No. 5 will not delay the implementation of the RTIP. The 2004 RTIP, including Amendment No. 5, remains in conformance with the air quality program.

The Board of Directors is asked to adopt Resolution No. 2005-18 approving Amendment No. 5 to the 2004 RTIP (Attachment 6), which incorporates the FY 2006 CIP recommendations.

GARY L. GALLEGOS
Executive Director

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Attachments



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RESOLUTION NO. 2005-18

APPROVING AMENDMENT NO. 5 TO THE 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on July 23, 2004, SANDAG adopted the 2004 Regional Transportation Improvement Program (RTIP), including the air quality conformity finding and subsequent emissions analysis conducted for Amendment No. 1 with the State Implementation Plan (SIP) for air quality; and

WHEREAS, on March 28, 2003, SANDAG made a finding of conformity of the 2030 Regional Transportation Plan (RTP) and redetermined conformity of the 2004 RTIP with the SIP and the 1998 Regional Air Quality Strategy (RAQs); and

WHEREAS, various project changes necessitates an amendment to the 2004 RTIP as shown in Table 1; and

WHEREAS, the proposed amendment is consistent with the 2030 RTP; and

WHEREAS, the regionally significant capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2030 RTP and the 2004 RTIP Amendment No. 5; and

WHEREAS, projects in Amendment No. 5 have been demonstrated to satisfy the requirements of 40 CFR 93.118 and 93.119 without a new regional emissions analysis in accordance with the provisions of 40 CFR 93.122(e)(2)(ii); and

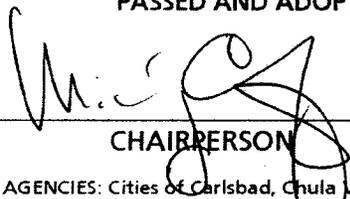
WHEREAS, the capacity increasing projects in Amendment No. 5 were included in the regional emission analysis of the 2030 RTP with design, concept, and scope adequately detailed to determine their contribution to the RTP's regional emissions at the time of conformity determination; and the design concept, scope, and implementation schedule of these projects are not significantly different from that described in the 2030 RTP.

WHEREAS, all other projects included in Amendment No. 5 are either noncapacity increasing or exempt from the requirements to determine conformity; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors does hereby approve the attached Table 1 as Amendment No. 5 to the 2004 Regional Transportation Improvement Program; and

BE IT FURTHER RESOLVED that SANDAG finds the 2004 RTIP, including Amendment No. 5, in conformance with the SIP and RAQs for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 25th day of February 2005.


CHAIRPERSON

ATTEST: 
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Baja California/Mexico.

Table 1
2004 RTIP Amendment No. 5
San Diego Region (in \$000s)

North County Transit District

MPO ID: NCTD02		Capacity Status: NCI								
TITLE: Preventive Maintenance		Exempt Category: Transit operating assistance								
DESCRIPTION: Bus & Rail vehicle & facility maintenance costs										
Change Reason: Revise funding to reflect CIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$35,553	\$4,800	\$5,928	\$6,125	\$6,175	\$6,225	\$6,300	\$35,553		
FTA 5309 (FG)	\$10,428	\$1,700	\$1,778	\$1,700	\$1,700	\$1,750	\$1,800	\$10,428		
Local Funds	\$11,496	\$1,625	\$1,927	\$1,956	\$1,969	\$1,994	\$2,025	\$11,496		
TOTAL	\$57,477	\$8,125	\$9,633	\$9,781	\$9,844	\$9,969	\$10,125	\$57,477		

PROJECT PRIOR TO AMENDMENT

	<i>TOTAL</i>	<i>PRIOR</i>	<i>04/05</i>	<i>05/06</i>	<i>06/07</i>	<i>07/08</i>	<i>08/09</i>	<i>PE</i>	<i>RW</i>	<i>CON</i>
FTA 5307	\$26,578	\$4,800	\$5,928	\$7,250	\$8,600			\$26,578		
FTA 5309 (FG)	\$6,878	\$1,700	\$1,778	\$1,700	\$1,700			\$6,878		
Local Funds	\$8,365	\$1,625	\$1,927	\$2,238	\$2,575			\$8,365		
<i>TOTAL</i>	<i>\$41,821</i>	<i>\$8,125</i>	<i>\$9,633</i>	<i>\$11,188</i>	<i>\$12,875</i>			<i>\$41,821</i>		

MPO ID: NCTD03		Capacity Status: NCI								
TITLE: ADA Paratransit Services		Exempt Category: Transit operating assistance								
DESCRIPTION: Operating cost associated with providing ADA/Paratransit services										
Change Reason: Revise funding to reflect CIP										

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$3,500	\$500	\$600	\$600	\$600	\$600	\$600	\$3,500		
TransNet-T	\$1,293	\$182	\$205	\$211	\$221	\$232	\$242	\$1,293		
Local Funds	\$9,713	\$1,456	\$1,464	\$1,560	\$1,650	\$1,749	\$1,834	\$9,713		
TOTAL	\$14,506	\$2,138	\$2,269	\$2,371	\$2,471	\$2,581	\$2,676	\$14,506		

PROJECT PRIOR TO AMENDMENT

	<i>TOTAL</i>	<i>PRIOR</i>	<i>04/05</i>	<i>05/06</i>	<i>06/07</i>	<i>07/08</i>	<i>08/09</i>	<i>PE</i>	<i>RW</i>	<i>CON</i>
FTA 5307	\$2,300	\$500	\$600	\$600	\$600			\$2,300		
TransNet-T	\$820	\$182	\$206	\$211	\$221			\$820		
Local Funds	\$6,248	\$1,456	\$1,526	\$1,596	\$1,670			\$6,248		
<i>TOTAL</i>	<i>\$9,368</i>	<i>\$2,138</i>	<i>\$2,332</i>	<i>\$2,407</i>	<i>\$2,491</i>			<i>\$9,368</i>		

MPO ID: NCTD05		Capacity Status: NCI								
TITLE: Bus/Rail Purchase & Related Equipment		Exempt Category: Purchase new buses and rail cars to replace exist								
DESCRIPTION: Purchase CNG replacement vehicles & related equipment (99 buses and 9 vans)										
Change Reason: Revise funding to reflect CIP										

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$11,591	\$3,805	\$2,804	\$69	\$1,673	\$882	\$2,358			\$14,687
FTA 5311	\$1,478	\$278	\$240	\$240	\$240	\$240	\$240			\$997
Local Funds	\$3,970	\$873	\$677	\$106	\$1,226	\$344	\$744			\$3,389
TCRP	\$7,700					\$7,700				\$7,700
TOTAL	\$24,739	\$4,956	\$3,721	\$415	\$3,139	\$9,166	\$3,342			\$26,773

PROJECT PRIOR TO AMENDMENT

	<i>TOTAL</i>	<i>PRIOR</i>	<i>04/05</i>	<i>05/06</i>	<i>06/07</i>	<i>07/08</i>	<i>08/09</i>	<i>PE</i>	<i>RW</i>	<i>CON</i>
FTA 5307	\$14,687	\$3,805	\$2,804	\$2,945	\$5,133					\$14,687
FTA 5311	\$997	\$277	\$240	\$240	\$240					\$997
Local Funds	\$3,389	\$873	\$677	\$686	\$1,153					\$3,389
TCRP	\$7,700					\$7,700				\$7,700
<i>TOTAL</i>	<i>\$26,773</i>	<i>\$4,955</i>	<i>\$3,721</i>	<i>\$3,871</i>	<i>\$6,526</i>	<i>\$7,700</i>				<i>\$26,773</i>

2004 RTIP Amendment No. 5
San Diego Region (in \$000s)

North County Transit District (contin.)

MPO ID: NCTD06 Capacity Status: NCI
 TITLE: Bus/Rail Support Equipment & Facility Exempt Category: Purchase of vehicle operating equipment
 DESCRIPTION: Radio equipment; buildings & structures; shop & garage/furnitures & fixtures; service vehicles; information technology
 Change Reason: Revise funding to reflect CIP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$5,910	\$136	\$509	\$1,177	\$2,076	\$1,548	\$464			\$5,910
Local Funds	\$2,414	\$211	\$837	\$305	\$539	\$402	\$120			\$2,414
TOTAL	\$8,324	\$347	\$1,346	\$1,482	\$2,615	\$1,950	\$584			\$8,324

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$6,703		\$2,736	\$3,438	\$529					\$6,703
FTA 5309 (FG)	\$99			\$99						\$99
Local Funds	\$1,826		\$776	\$914	\$136					\$1,826
TOTAL	\$8,628		\$3,512	\$4,451	\$665					\$8,628

MPO ID: NCTD07 Capacity Status: NCI
 TITLE: Fixed Route - Bus Shelters & Stops Exempt Category: Construction of small passenger shelters
 DESCRIPTION: Upgrade bus shelters & bus stops
 Change Reason: Revise funding to reflect CIP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$976		\$166	\$310	\$49	\$103	\$348			\$976
Local Funds	\$252		\$41	\$81	\$13	\$27	\$90			\$252
TOTAL	\$1,228		\$207	\$391	\$62	\$130	\$438			\$1,228

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$694	\$166	\$172	\$178	\$178					\$694
Local Funds	\$172	\$41	\$43	\$44	\$44					\$172
TOTAL	\$866	\$207	\$215	\$222	\$222					\$866

MPO ID: NCTD16 Capacity Status: CI
 TITLE: Oceanside-Escondido Rail Project
 DESCRIPTION: Design 22 mile light rail (Sprinter) including 15 stations and maintenance facility
 Change Reason: Revise TransNet funding

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$4,900			\$4,900						\$4,900
FTA 5309 (NS)	\$152,100	\$84,889	\$55,000	\$12,211				\$7,930	\$3,392	\$140,778
STIP-RIP	\$6,600	\$6,600						\$3,600		\$3,000
TransNet-T	\$90,259	\$66,148		\$13,939	\$10,172				\$29,131	\$61,128
HBRR	\$61			\$61					\$61	
Proposition 108	\$17,600	\$17,600							\$17,600	
TCRP	\$80,000					\$80,000				\$80,000
TOTAL	\$351,520	\$175,237	\$55,000	\$31,111	\$10,172	\$80,000		\$11,530	\$50,184	\$289,806

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$4,900			\$4,900						\$4,900
FTA 5309 (NS)	\$152,100	\$84,889	\$55,000	\$12,211				\$7,930	\$3,392	\$140,778
STIP-RIP	\$6,600	\$6,600						\$3,600		\$3,000
TransNet-T	\$90,320	\$80,148	\$8,900	\$1,272					\$29,192	\$61,128
Proposition 108	\$17,600	\$17,600							\$17,600	
TCRP	\$80,000					\$80,000				\$80,000
TOTAL	\$351,520	\$189,237	\$63,900	\$18,383		\$80,000		\$11,530	\$50,184	\$289,806

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North County Transit District (contin.)

MPO ID: NCTD16A		Capacity Status: CI								
TITLE: Oceanside-Escondido Rail Project (non-federal)										
DESCRIPTION: Locally funded miscellaneous costs associated with the Sprinter project including development designs, track work, road widenings along right-of-way, settlements, vehicle purchases, easement costs, etc.										
Change Reason: New Project, carryover from 2002 RTIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-T	\$2,449		\$1,248	\$1,201				\$2,449		
Local Funds	\$34,000		\$24,000	\$10,000				\$34,000		
TOTAL	\$36,449		\$25,248	\$11,201				\$36,449		

MPO ID: NCTD16B		Capacity Status: NCI								
TITLE: Oceanside to Escondido Rail Operations										
DESCRIPTION: Start-up operating cost for the Sprinter										
Change Reason: Revise fiscal years and increase local funding*										
Exempt Category: Transit operating assistance										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$10,000					\$5,000	\$5,000	\$10,000		
Local Funds	\$10,000					\$5,000	\$5,000	\$10,000		
TOTAL	\$20,000					\$10,000	\$10,000	\$20,000		
*start up cost is funded through FY 2010 (\$6M in CMAQ)										
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$16,000			\$5,000	\$5,000	\$6,000		\$16,000		
Local Funds	\$2,073			\$648	\$648	\$777		\$2,073		
TOTAL	\$18,073			\$5,648	\$5,648	\$6,777		\$18,073		

MPO ID: NCTD18		Capacity Status: NCI								
TITLE: Rail - ROW Improvements										
DESCRIPTION: Crosstie renewal program, street cross protection, rail structure rehabilitation, storage tracks, rail lubricators, rail replacement, at-grade crossing renewal, turnout renewal, other misc. improvements										
Change Reason: Revise funding to reflect CIP										
Exempt Category: Track rehab in existing right of way										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$7,190	\$158		\$1,829	\$1,384	\$1,898	\$1,921			\$7,190
FTA 5309 (FG)	\$851		\$579	\$272						\$851
Local Funds	\$2,020	\$19	\$165	\$548	\$395	\$494	\$399			\$2,020
TransNet-T	\$2,801		\$1,506	\$495	\$250	\$250	\$300			\$2,801
TOTAL	\$12,862	\$177	\$2,250	\$3,144	\$2,029	\$2,642	\$2,620			\$12,862
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309 (FG)	\$3,275	\$736	\$1,189	\$481	\$869					\$3,275
Local Funds	\$818	\$184	\$297	\$120	\$217					\$818
TransNet-T	\$2,144	\$238	\$1,506	\$200	\$200					\$2,144
TOTAL	\$6,237	\$1,158	\$2,992	\$801	\$1,286					\$6,237

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North County Transit District (contin.)

MPO ID: NCTD20 Capacity Status: NCI										
TITLE: Rail Vehicles & Related Equipment Exempt Category: Purchase new buses and rail cars to replace exist										
DESCRIPTION: Locomotive purchase/overhaul, revenue vehicles, misc. support equipment, service vehicles, spare components										
Change Reason: Revise funding to reflect CIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$5,112	\$82		\$2,013	\$1,209	\$1,303	\$505			\$5,112
FTA 5309 (FG)	\$476		\$476							\$476
Local Funds	\$1,792	\$144	\$124	\$741	\$314	\$338	\$131			\$1,792
TCRP	\$129	\$129								\$129
TOTAL	\$7,509	\$355	\$600	\$2,754	\$1,523	\$1,641	\$636			\$7,509
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309 (FG)	\$1,050	\$476	\$574							\$1,050
Local Funds	\$583	\$434	\$149							\$583
TOTAL	\$1,633	\$910	\$723							\$1,633

MPO ID: NCTD22 Capacity Status: NCI										
TITLE: Bridge & Infrastructure Program Exempt Category: Railroad/highway crossing										
DESCRIPTION: Bridges & other infrastructure improvements along rail ROW										
Change Reason: Revise funding to reflect CIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$3,071				\$874	\$399	\$1,798			\$3,071
FTA 5309 (FG)	\$19,154	\$5,451	\$4,451	\$2,778	\$2,144	\$2,190	\$2,140			\$19,154
Local Funds	\$5,674	\$1,363	\$1,113	\$721	\$783	\$672	\$1,022			\$5,674
TOTAL	\$27,899	\$6,814	\$5,564	\$3,499	\$3,801	\$3,261	\$4,960			\$27,899
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$1,381		\$1,146	\$235						\$1,381
FTA 5309 (FG)	\$10,216	\$4,451	\$1,595	\$2,212	\$1,958					\$10,216
Local Funds	\$2,900	\$1,113	\$685	\$612	\$490					\$2,900
TOTAL	\$14,497	\$5,564	\$3,426	\$3,059	\$2,448					\$14,497

MPO ID: NCTD29 Capacity Status: NCI										
TITLE: Planning Exempt Category: Non construction related activities										
DESCRIPTION: Local short range and other transit planning studies										
Change Reason: Revise funding to reflect CIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$600	\$100	\$100	\$100	\$100	\$100	\$100	\$600		
Local Funds	\$150	\$25	\$25	\$25	\$25	\$25	\$25	\$150		
TOTAL	\$750	\$125	\$125	\$125	\$125	\$125	\$125	\$750		
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$550	\$100	\$150	\$150	\$150			\$550		
Local Funds	\$139	\$25	\$38	\$38	\$38			\$139		
TOTAL	\$689	\$125	\$188	\$188	\$188			\$689		

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North County Transit District (contin.)

MPO ID: NCTD40 Capacity Status: NCI
 TITLE: Rail Station Improvements Exempt Category: Reconstruction of transit structures
 DESCRIPTION: Coaster Station Improvements - platform extension, convention center/Padres stadium design information display panel
 Change Reason: Revise funding to reflect CIP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$841			\$79		\$762				\$841
Local Funds	\$219			\$21		\$198				\$219
TOTAL	\$1,060			\$100		\$960				\$1,060

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$212		\$212							\$212
Local Funds	\$53		\$53							\$53
<i>TOTAL</i>	<i>\$265</i>		<i>\$265</i>							<i>\$265</i>

MPO ID: NCTD41 Capacity Status: NCI
 TITLE: San Luis Rey Transit Station Exempt Category: Bus terminals and transfer points
 DESCRIPTION: New multi-modal transit center
 Change Reason: Revise funding to reflect CIP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$1,116			\$386	\$24	\$706		\$1,116		
FTA 5309 (Bus)	\$686	\$297		\$389				\$686		
Local Funds	\$467	\$77		\$201	\$6	\$183		\$467		
TOTAL	\$2,269	\$374		\$976	\$30	\$889		\$2,269		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309 (Bus)	\$686		\$686					\$686		
Local Funds	\$172		\$172					\$172		
<i>TOTAL</i>	<i>\$858</i>		<i>\$858</i>					<i>\$858</i>		

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San Diego Association of Governments

MPO ID: SAN22 Capacity Status: NCI
 TITLE: Regional Fare Technology Exempt Category: Purchase of vehicle operating equipment
 DESCRIPTION: Design, procure, and install fare collection system for all operators in the County
 Change Reason: Revise funding to reflect CIP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$18,220	\$11,676	\$2,974	\$3,570						\$18,220
Local Funds	\$780	\$780								\$780
STIP-RIP	\$20,300	\$800	\$3,900	\$9,750	\$5,850					\$20,300
TOTAL	\$39,300	\$13,256	\$6,874	\$13,320	\$5,850					\$39,300

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$18,220	\$11,676	\$4,184	\$2,360						\$18,220
Local Funds	\$780	\$780								\$780
STIP-RIP	\$20,300	\$800	\$3,900	\$9,750	\$5,850					\$20,300
TOTAL	\$39,300	\$13,256	\$8,084	\$12,110	\$5,850					\$39,300

MPO ID: SAN31 Capacity Status: NCI
 TITLE: East Division Maintenance Facility Exempt Category: Const of new bus or rail storage/maint. facilities
 DESCRIPTION: In Escondido - improvements to facility including electronic gates, surveillance systems, video cameras, security
 Change Reason: Revise funding to reflect CIP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309	\$491		\$491							\$491
FTA 5307	\$3,569	\$386	\$2,111	\$1,072				\$386		\$3,183
Local Funds	\$1,026	\$97	\$651	\$278				\$97		\$929
TOTAL	\$5,086	\$483	\$3,253	\$1,350				\$483		\$4,603

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309	\$491		\$491							\$491
FTA 5307	\$2,497	\$386	\$2,111					\$386		\$2,111
Local Funds	\$748	\$97	\$651					\$97		\$651
TOTAL	\$3,736	\$483	\$3,253					\$483		\$3,253

MPO ID: SAN32 Capacity Status: NCI
 TITLE: Bus/Rail Rolling Stock Exempt Category: Purchase new buses and rail cars to replace exist
 DESCRIPTION: For MTS - Rail/bus vehicle rehabilitation and replacement purchase of bus rolling stock - 35 articulated buses, 104 40' CNG heavy duty, 16 35' CNG, 54 small vehicles
 Change Reason: Revise funding to reflect CIP

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$5,420	\$2,968	\$1,652	\$800						\$5,420
Local Funds	\$613		\$413	\$200						\$613
TCRP	\$21,000	\$21,000								\$21,000
TOTAL	\$27,033	\$23,968	\$2,065	\$1,000						\$27,033

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$19,065	\$2,968	\$1,652	\$3,947	\$10,498					\$19,065
FTA 5309 (FG)	\$11,494			\$5,119	\$6,375					\$11,494
Local Funds	\$6,897		\$413	\$2,266	\$4,218					\$6,897
TCRP	\$21,000	\$21,000								\$21,000
TOTAL	\$58,456	\$23,968	\$2,065	\$11,332	\$21,091					\$58,456

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San Diego Region (in \$000s)

San Diego Association of Governments (contin.)

MPO ID: SAN33 Capacity Status: NCI										
TITLE: Bus Station Stops & Terminals Exempt Category: Construction of small passenger shelters										
DESCRIPTION: For MTS - Spring Valley, Mira Mesa, Kearny Mesa Transit Station improvements, Grossmont station pedestrian enhancements, regional bus stop signs & improvements										
Change Reason: Revise funding to reflect CIP, add FY 2005 appropriations										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$1,774	\$218	\$732	\$824						\$1,774
FTA 5309 (Bus)	\$1,367			\$1,367						\$1,367
Local Funds	\$785	\$55	\$183	\$548						\$785
TOTAL	\$3,926	\$273	\$915	\$2,738						\$3,926

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$1,645	\$218	\$732	\$601	\$94					\$1,645
FTA 5309	\$600		\$600							\$600
Local Funds	\$562	\$55	\$333	\$150	\$24					\$562
TOTAL	\$2,807	\$273	\$1,665	\$751	\$118					\$2,807

MPO ID: SAN34 Capacity Status: NCI										
TITLE: Bus/Rail Support Equipment/Facilities Exempt Category: Purchase of equipment for existing facilities										
DESCRIPTION: For MTS - furniture replacement, building remodel, yard lighting, bus maintenance, desktop replacement, security enhancement, building & site improvements, revenue vehicles, ticket booths. Also, third party contract for TDM										
Change Reason: Revise funding to reflect CIP										

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$6,295	\$1,731		\$4,564						\$6,295
FTA 5309 (FG)	\$3,477			\$3,477						\$3,477
Local Funds	\$2,443	\$433		\$2,010						\$2,443
TOTAL	\$12,215	\$2,164		\$10,051						\$12,215

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$3,348		\$1,169	\$1,221	\$958					\$3,348
FTA 5309 (FG)	\$15,671		\$6,332	\$4,811	\$4,528					\$15,671
Local Funds	\$4,755		\$1,875	\$1,508	\$1,372					\$4,755
TOTAL	\$23,774		\$9,376	\$7,540	\$6,858					\$23,774

MPO ID: SAN36 Capacity Status: NCI										
TITLE: Signal & Communications Equipment Exempt Category: Track rehab in existing right of way										
DESCRIPTION: For MTS - transit management system, signal communications										
Change Reason: Revise funding to reflect CIP										

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$10,049	\$1,941	\$5,001	\$3,107						\$10,049
FTA 5309 (FG)	\$1,112	\$1,112								\$1,112
Local Funds	\$2,790	\$763	\$1,250	\$777						\$2,790
TOTAL	\$13,951	\$3,816	\$6,251	\$3,884						\$13,951

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$9,291	\$1,941	\$5,262	\$1,043	\$1,045					\$9,291
FTA 5309 (FG)	\$2,710		\$1,112	\$1,040	\$558					\$2,710
Local Funds	\$3,001	\$485	\$1,594	\$521	\$401					\$3,001
TOTAL	\$15,002	\$2,426	\$7,968	\$2,604	\$2,004					\$15,002

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San Diego Region (in \$000s)

San Diego Association of Governments (contin.)

MPO ID: SAN37 Capacity Status: NCI										
TITLE: Bus/Rail Preventive Maintenance Exempt Category: Transit operating assistance										
DESCRIPTION: For MTS - maintenance of federally funded equipment, rolling stock & facilities for bus and rail systems										
Change Reason: Revise funding to reflect CIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$105,918	\$17,347		\$18,971	\$23,200	\$23,200	\$23,200	\$105,918		
FTA 5309 (FG)	\$3,714			\$3,714				\$3,714		
Local Funds	\$27,408	\$4,337		\$5,671	\$5,800	\$5,800	\$5,800	\$27,408		
TOTAL	\$137,040	\$21,684		\$28,356	\$29,000	\$29,000	\$29,000	\$137,040		
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$69,600		\$23,200	\$23,200	\$23,200			\$69,600		
Local Funds	\$17,400		\$5,800	\$5,800	\$5,800			\$17,400		
TOTAL	\$87,000		\$29,000	\$29,000	\$29,000			\$87,000		

MPO ID: SAN40 Capacity Status: NCI										
TITLE: Metropolitan Planning Exempt Category: Non construction related activities										
DESCRIPTION: Regional planning										
Change Reason: Revise funding to reflect CIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$4,654	\$1,150	\$1,244	\$2,260				\$4,654		
Local Funds	\$1,164	\$288	\$311	\$565				\$1,164		
TOTAL	\$5,818	\$1,438	\$1,555	\$2,825				\$5,818		
PROJECT PRIOR TO AMENDMENT										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$5,441	\$1,150	\$3,092	\$519	\$580			\$5,441		
Local Funds	\$1,361	\$288	\$773	\$130	\$170			\$1,361		
TOTAL	\$6,802	\$1,438	\$3,865	\$649	\$850			\$6,802		

MPO ID: SAN42 Capacity Status: NCI										
TITLE: San Ysidro Intermodal Transportation Center Exempt Category: Reconstruction of transit structures										
DESCRIPTION: US/Mexico Border - rebuild transportation station for trolley plaza										
Change Reason: New Project, carryover from 2002 RTIP (revise funding to reflect CIP)										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309 (FG)	\$5,160	\$4,600		\$560						\$5,160
FTA 5309 (Bus)	\$6,182	\$6,182								\$6,182
FTA 5307	\$1,765	\$885		\$880						\$1,765
CMAQ	\$2,955	\$2,955								\$2,955
Local Funds	\$2,745	\$2,385		\$360						\$2,745
TCI	\$777	\$777								\$777
STIP-RIP	\$4,314	\$4,314								\$4,314
TOTAL:	\$23,898	\$22,098		\$1,800						\$23,898