

**Transmittal Date:** February 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:**

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

**Amendment Number:** 21 to the 2008 RTIP

**Amendment Type:** Administrative

**Number of Projects in this Amendment:** There is 1 project in Amendment No. 21

**Brief Description of the Amendment:**

Funding increase to the SHOPP Collision Reduction Lump Sum.

**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 Report.

**Financial Constraint:** N/A

**MPO's CTIPS Approval Date:** 02/19/10.

**List of Lump Sums:** see attached (SHOPP Collision Reduction)

# TRANSPORTATION COMMITTEE

February 19, 2010

AGENDA ITEM NO.: **4**

**Action Requested: APPROVE**

2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:  
AMENDMENT NO. 21

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. 21 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. 21 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. Amendment No. 21 represents a special amendment as requested by Caltrans specifically related to the safety projects. Due to the emergency nature of these projects, programming safety projects in the RTIP on an urgent basis is necessary so that the projects can obligate the federal funds and proceed without delay.

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

### *Caltrans*

- **SHOPP Collision Reduction (CAL46B):** Caltrans has added two safety projects into this lump sum. Total program increases to \$104,856,000.

### ***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. 21 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. 21, 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. 21 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). Amendment No. 21 does not interfere with the timely implementation of Transportation Control Measures. The 2008 RTIP, including Amendment No. 21, remains in conformance with the SIP.



LAUREN WARREM  
Director of Finance (Acting)

Attachment: 1. Table 1, Amendment No. 21

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**Table 1**  
**2010 Regional Transportation Improvement Program**  
**Amendment No. 21**  
**San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL46B	Capacity Status: NCI	RTIP #: 08-21
TITLE: SHOPP Collision Reduction	Exempt Category: Safety - Guardrails, median barriers, crash cushions	
DESCRIPTION: Countywide - lump sum for SHOPP collision reduction projects including safety improvements, collision severity reduction and updating median barriers		
CHANGE REASON: Add new funding source, Increase funding		
		EST TOTAL COST: \$104,856

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
SHOPP (AC)	\$83,263	\$29,441	\$14,157	\$2,612	\$24,320	\$12,733				\$83,263
SHOPP - State Cash	\$12,025	\$4,918	\$1,834	\$338	\$3,151	\$1,784				\$12,025
SHOPP NHS - Collision Reduction	\$1,043					\$1,043				\$1,043
SHOPP STP - Collision Reduction	\$8,525	\$8,525								\$8,525
<b>TOTAL</b>	<b>\$104,856</b>	<b>\$42,884</b>	<b>\$15,991</b>	<b>\$2,950</b>	<b>\$27,471</b>	<b>\$15,560</b>				<b>\$104,856</b>

*PROJECT PRIOR TO AMENDMENT*

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
SHOPP (AC)	\$81,493	\$29,441	\$14,157	\$2,612	\$24,320	\$10,963				\$81,493
SHOPP - State Cash	\$11,661	\$4,918	\$1,834	\$338	\$3,151	\$1,420				\$11,661
SHOPP STP - Collision Reduction	\$8,525	\$8,525								\$8,525
<b>TOTAL</b>	<b>\$101,679</b>	<b>\$42,884</b>	<b>\$15,991</b>	<b>\$2,950</b>	<b>\$27,471</b>	<b>\$12,383</b>				<b>\$101,679</b>

**2010 Regional Transportation Improvement Program  
Amendment No. 21  
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	=	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)
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. 21  
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**

**2008**

*nd New*  
*21 New*

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Collision Reduction</b>									
	11000000509	SD	11	28101	76	Near Pala Mesa Village at various locations from east of Rice Canyon Road to Route 79. Install centerline rumble strips, upgrade end treatments.	\$233		\$1,012
	11000000510	SD	11	28430	VAR	At various locations on various Routes. Upgrade metal barrier to concrete, upgrade crash cushions. (Project also includes additional \$4 million of OTS funds).	\$1,777		\$3,900
	11000000575	SD	11	29870	79	Near Warner Springs, from south of Chihuahua Valley Road to south of the Riverside County line. Shoulder improvements and install centerline rumble strips.	\$285		\$893 = 1,178
	11000000580	SD	11	29780	76	Near Pauma Indian Reservation, at Pauma Reservation Road. Install traffic signals.	\$696	\$299	\$1,004 = 1,999
	11000000571	SD	11	29450	78	In Oceanside, from College Boulevard to Melrose Drive. Install outer separation barrier.	\$1,499		\$6,131
	11000000506	SD	11	28460	5	In the city of San Diego, from Mission Bay Drive to Nobel Drive. Upgrade median guardrail to concrete barrier.	\$3,059		\$10,000
	11000000541	SD	11	28600	5	In Chula Vista, at Main Street. Install traffic signals, retaining wall, sidewalk, and left turn pocket.	\$603		\$1,635
	11000000522	SD	11	25921	76	In Oceanside, from Airport Road to Rancho Del Oro Drive. Install concrete median barrier.	\$1,252		\$7,684
	11000000474	SD	11	26260	94	Near Lemon Grove, at the westbound off-ramp to College Avenue. Install traffic signal and widen off-ramp.	\$1,197	\$430	\$3,190
	11000000572	SD	11	29850	78	Near Ramona, from Hatfield Creek Bridge to west of Ballena Creek Bridge also from San Felipe Creek Bridge to east of Yaqui Pass Road (PM 69.9/78.7). Install rumble strip and upgrade end treatments.	\$200		\$1,000
	11000000507	SD	11	28790	94	In San Diego County, near Barrett Junction. Upgrade end treatments and reconstruct guardrail.	\$275		\$1,226
	11000000508	SD	11	28080	78	In Escondido, from Pennsylvania Avenue to Ash Street. Centerline rumble strips, upgrade end treatments. (Project also includes an additional \$3 million of OTS funds.)	\$1,611		\$1,410
	11000000549	SD	11	28660	8	In the city of San Diego, at Midway Drive. Reconfigure current traffic signal and redesign the overhead signs.	\$470	\$30	\$1,250
County Total							\$13,157	\$759	\$40,335