



**BOARD OF DIRECTORS  
JANUARY 23, 2009**

**AGENDA ITEM NO. 09-01-13  
ACTION REQUESTED - APPROVE**

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**STATE BUDGET CRISIS IMPACT ON  
TRANSPORTATION PROJECTS**

File Number 1109100

**Introduction**

The state budget crisis that began shortly after the FY 2009 state budget was signed is posing a significant risk to ongoing construction contracts, in particular those that are funded with Proposition 1B infrastructure bond funds. This report provides a brief summary of potential impacts of the budget crisis on transportation projects in the San Diego region and possible options to reduce these impacts. On January 16, 2009, the Transportation Committee reviewed the various options and recommended the Cash Management proposal described in this report. The options also were presented to the Independent Taxpayers Oversight Committee (ITOC) on January 14, 2009, and despite many concerns expressed by the members regarding the use of *TransNet* funds to address the state's crisis, ITOC ultimately supported the approach.

**Recommendation**

The Transportation Committee recommends that the Board of Directors approve the Cash Management option outlined in this report where programmed federal formula and *TransNet* funds within the Interstate 15, State Route 52, and State Route 905 major corridors would be used on Proposition 1B bond-funded elements of their respective corridors up to the Board-approved budget amount. Use of *TransNet* bond funds through a funds consolidation to the state bond-funded elements of the three corridors would be contingent on California Transportation Commission action to approve the necessary bond program amendments. The Board also is asked to approve the Regional Transportation Improvement Program (RTIP) Amendment No. 3 (Attachment 2) in substantially the same form as attached to this report.

**Discussion**

On December 8, 2008, the California Legislature convened in a rare joint session to hear testimony regarding the state's approximate \$42 billion budget deficit over the next 18-month period from a panel of state finance officials. The panel, which included State Treasurer Bill Lockyer, State Controller John Chiang, Legislative Analyst Mac Taylor, and Department of Finance Director Mike Genest, was unanimous in its call for prompt action by the Legislature to respond to the fiscal issues confronting the State. Since that time, the Legislature and the Governor have not reached agreement on a budget package to deal with this deficit.

The position the State finds itself in is now affecting ongoing Proposition 1B-funded transportation contracts. In brief, the State is short of cash, threatening the solvency of the General Fund and the State's overall credit rating. Because transportation bond-funded projects are funded with General Obligation bonds, the condition of the General Fund also affects the state's ability to access cash to meet bond-funded project commitments. Proceeds from bond sales are deposited in what is known as the Pooled Money Investment Account (PMIA), which is then used to advance funds for capital projects statewide. The PMIA also is a source of funds for the temporary internal borrowing that occurs to keep state government operating. This enables the State Controller to balance revenues

with expenditures, since most expenditures occur relatively early in the fiscal year, and most revenues are received in the second half of the fiscal year (through income taxes, for example). Normally, the PMIA is replenished through issuance of bonds throughout the year. Unfortunately, current market conditions and the lack of a balanced state budget have restricted the State's ability to sell those bonds. As a result, the cash reserve in the PMIA has dropped precipitously.

### **Impacts to Bond-Funded Transportation Contracts**

The most immediate impact to bond-funded transportation contracts has been the suspension by the State to award any new bond-funded contracts. In the San Diego region, the most visible impacts of not being able to award a construction contract includes the construction of State Route (SR) 905 between Britannia Boulevard and Interstate 805 (I-805) and the replacement of the Santa Margarita River Bridge along the Pacific Surfliner corridor just north of Oceanside. The State also has issued letters to local agency project sponsors advising them not to award bond-funded contracts, unless the agency can fund the project with its own resources. Altogether, it is estimated that approximately \$177 million in Proposition 1B funds for projects that are ready to go throughout the region are now on hold and may not be awarded in the foreseeable future, thus delaying the economic benefits derived from these contracts (see Attachment 1).

On a larger scale, however, is the prospect of the State not being able to continue making payments on bond-funded transportation projects currently under construction, some of which include the highest priority projects in the region, including completion of the Interstate 15 (I-15) Express Lanes (South) between State Route (SR) 163 and SR 56 as well as the SR 52 Freeway Extension between SR 125 and SR 67, both of which are *TransNet* Early Action Program projects, plus the initial phase of SR 905 between Siempre Viva Road and Britannia Boulevard. Between these and other local agency and transit projects (Attachment 1), it is estimated that approximately \$557 million in Proposition 1B funds for projects that are currently under construction are currently at risk.

Unfortunately, the act of suspending a contract and restarting it a few weeks or months later can incur significant additional costs to the completion of the project. The activities associated with stopping and restarting a construction contract can and often do include bringing the job site to a safe condition, removing equipment from the site, missing environmental work windows resulting in delays, storage or restocking fees for materials already purchased, traffic control for the job site, maintenance of barriers between moving traffic and job sites, bringing the equipment back on site once the contract is restarted, retraining of workers, and delay claims.

Caltrans has prepared preliminary estimates to identify the potential costs of suspending the current bond-funded *TransNet* EAP projects, namely the I-15 Express Lanes and the SR 52 Freeway Extension. Caltrans estimates that approximately \$2.2 million would be incurred to prepare the job sites for suspension, approximately \$3.9 million would be incurred by the contractors to demobilize and remove equipment from the site, approximately \$4.3 million would be incurred to re-mobilize the contractors and its equipment back on site, and approximately \$6.0 million might result from delay and other claims by the contractors. Lastly, the monthly costs associated with having a suspended contract are estimated to be approximately \$2.4 million. Assuming that Caltrans suspends the contracts on these *TransNet* EAP projects beginning in February, the costs incurred during a single month of suspension would be approximately \$18.8 million, increasing by at least \$2.4 million every month thereafter. The SR 905 Phase 1A project, which is not a *TransNet* EAP project but is a high priority State Transportation Improvement Program (STIP) regional project, also is at risk of incurring suspension costs. These costs are estimated to be \$3.4 million, and monthly suspension costs are estimated to be approximately \$300,000. (Not included in these estimates is the I-5/Lomas Santa Fe Interchange project; Caltrans has expended the bond funds for this project, and therefore the project is no longer at risk of suspension.)

## Potential Options

Staff has developed several options for the Transportation Committee and Board of Directors to consider in order to reduce the possible impacts of the state budget situation on ongoing transportation projects in the region. The focus of the potential options explored by staff is on ensuring that construction contracts for *TransNet* EAP and STIP projects continue. This will allow projects to be completed as close as possible to a timely basis and allow users to enjoy the benefits of the new facilities. It also avoids the potential costs associated with suspending the construction contracts. At the same time, the focus also aims to ensure that the State fulfills its financial obligations and is not relieved of the same by the region.

### ***Cash Management Option***

The three main *TransNet* EAP and STIP corridors potentially at risk are shown in Table 1 below. In addition to the bond funds programmed for each corridor, all three corridors have other funds programmed (mainly federal formula and *TransNet* funds) for the construction phase. While the bond funds represent a significant portion of the funding for the construction phase of these corridors, the non-bond funds could be tapped for a limited time to keep the construction contracts moving forward. All three of these corridors are split into several individual project contracts. For these corridors, the non-bond funds are concentrated on some of these project contracts, while the bond funds are concentrated on the remainder of the projects. Table 1 shows how long this approach could be sustained before the non-bond funds are depleted for each of the corridors.

Table 1.

Corridor	Programmed Bond Funds (\$millions)*	Programmed non-Bond Funds (\$millions)*	Number of Months Contract Can Continue using non-Bond Funds Only	Approach
I-15 Express Lanes (North & South)	350	192	8	Use federal formula and <i>TransNet</i> funds programmed on non-bond-funded elements of both I-15 Express Lanes North and South on the bond-funded elements of the corridor
SR 52 Freeway Extension	155	101	3 to 7	Use federal formula and <i>TransNet</i> funds on Unit 5B plus savings from the award of Unit 5B to fund Units 4 and 5A
SR 905 Freeway Corridor (Units 1A and 1B)**	168	28	5	Use <i>TransNet</i> funds programmed in Unit 1B to match federal DEMO funds in Unit 1A. Unit 1B has not yet been awarded.

\* Rounded to nearest million

\*\* Only approximately \$77 of bond funds are programmed in Unit 1A; the remaining funds are programmed on Unit 1B, which has had the award of its construction contract suspended.

There are risks associated with this approach. To implement this approach, approval by the California Transportation Commission (CTC) would be needed in order to authorize the use of the state bond funds on other projects. At its January 14, 2009, meeting, the CTC indicated its support for the proposed bond program amendments, and a special CTC meeting is expected to be held either during the last week January or in early February for formal action on the proposals. However, if contractors are unable to remain working before the CTC takes action, the contracts would be suspended and associated costs would be incurred.

Another possible risk of implementing this Cash Management option would affect the I-15 corridor, in particular. The I-15 North projects that are currently fully funded with non-bond funds would in effect be consolidating their funds with I-15 South projects. If the state is unable to solve its budget situation in a few months, all projects in both I-15 North and South could run out of programmed funds.

#### *Required Federal Approval*

Additionally, the use of federal formula funds would require approval by the Federal Highway Administration (FHWA) on different projects that have already been awarded. Preliminary discussions with FHWA staff indicate that the federal agency is open to approve these changes.

To implement the Cash Management approach, an RTIP amendment also would be needed. The proposed RTIP amendment (Attachment 2) was not available at the time of the January 16 Transportation Committee meeting, but the Committee recognized that such federal approval would be necessary. The proposed amendment does not increase the amount of programmed funds in each of the corridors; instead, it makes the non-bond funds (*TransNet* and federal funds) available to all projects/project phases in each corridor. Board approval of the RTIP amendment would be contingent on the CTC approval of the bond program amendments discussed previously in this report.

#### *Discussions with the Contractor Community*

Caltrans and SANDAG staffs have been meeting with members of the contractor community to discuss options available to keep ongoing contracts moving forward. Discussions with individual contractors have taken place and will continue to be held. Early indications from the affected contractors are that they would be able to continue work for approximately two to four weeks, if a solution can be identified in the near term. At the Transportation Committee meeting, members of the Associated General Contractors (AGC) testified in support of the proposed Cash Management option. SANDAG also is coordinating with AGC on a joint meeting with the San Diego members of the State Senate and Assembly and a possible meeting with the Governor's office.

### ***Slow Down the Projects***

Another potential option is to slow down the pace of work on the ongoing contracts. While this option may not eliminate some of the costs of an outright suspension of the contracts, it would likely be less costly and could allow some of the non-bond funds to sustain all current contracts for a longer period of time. Caltrans and SANDAG are continuing to work with the contractor industry to assess if this is a feasible option and if it would yield sufficient benefits to pursue.

### ***Advancing TransNet Funds***

At this time, staff does not recommend pursuing this option to advance *TransNet* funds to ensure that pressure on the Legislature and the Governor to fulfill the state's commitments is not relieved. It should be noted that existing *TransNet* funds are already committed to other *TransNet* EAP priorities. Advancement of funding to other projects would most likely require the redirection of funds from the I-5, I-805, SR 76 Widening, and Mid-Coast major corridors. Additionally, given the current situation in the financial markets, it is unknown if SANDAG would be able to secure additional *TransNet* funds through the issuance of more bonds and if these funds would be available at competitive rates. Regardless, accelerating additional bond issuances would likely have a substantial impact on the region's ability to implement other EAP projects in the foreseeable future.

### **Next Steps**

In order to implement the Cash Management option recommended in this report, the CTC would need to approve necessary bond program amendments, including revisions to the STIP, the Corridor Mobility Improvement Account (CMIA), and the Trade Corridor Infrastructure Fund (TCIF) bond programs. The RTIP amendment also would require appropriate state and federal approvals.

There is a potential that the State may be unable to issue bonds in the financial markets even if it resolves its budget shortfall, and the budget situation may extend further into the future. Staff will continue to assess the state budget situation, develop options, and assess any potential longer-term impacts on the SANDAG transportation program. The best information available at the time will be brought to ITOC, the Transportation Committee, and the Board of Directors at the earliest opportunity. This would include more refined information on the options discussed in this report and any feedback from the various regulatory agencies.

GARY L. GALLEGOS  
Executive Director

Attachments: 1. San Diego County Projects at Risk of Suspension  
2. RTIP Amendment Number 3

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## San Diego County Projects at Risk of Suspension

Project	Location	Prop 1B Funds at Risk (\$millions)		Potential Jobs Lost
		Projects Under Construction	Projects Ready to be Awarded	
<b>Corridor Mobility Improvement Account (CMIA)</b>				
I-15 Express Lanes (South) - SR 163 to SR 56 (Phase 1)	San Diego	85		1,020
I-15 Express Lanes (South) - SR 163 to SR 56 (Phase 2)	San Diego	125		1,500
I-15 Express Lanes (South) - SR 163 to SR 56 (Phase 3)	San Diego	90		1,080
I-5 HOV Lanes and Lomas Santa Fe Interchange Reconstruction	Solana Beach/San Diego	24.5		294
	<b>Subtotal</b>	<b>324.5</b>	<b>0.0</b>	<b>3,894</b>
<b>Highway Rail Crossing Safety Account</b>				
Harbor Drive Pedestrian Crossing	San Diego	6.0		72
	<b>Subtotal</b>	<b>6.0</b>	<b>0</b>	<b>72</b>
<b>Intercity Rail</b>				
Santa Margarita River Bridge Replacement and Second Main Track	Oceanside/Camp Pendleton		16.2	194
Pacific Surfliner Corridor Double Track from San Onofre to Pulgas	Camp Pendleton		30.0	360
	<b>Subtotal</b>	<b>0</b>	<b>46.2</b>	<b>554</b>
<b>Local Streets and Roads</b>				
North Harbor Drive	San Diego		16.6	199
First Ave	San Diego		6.1	73
	<b>Subtotal</b>	<b>0.0</b>	<b>22.7</b>	<b>272</b>
<b>Caltrans Safety, Operations and Rehabilitation Program (SHOPP)</b>				
Install Vehicle Detection Systems	Various Locations	3.1		37
I-5 Install Ramp Metering	Various Locations	6.5		78
	<b>Subtotal</b>	<b>9.6</b>	<b>0</b>	<b>115</b>
<b>State Transportation Improvement Program (STIP)</b>				
SR 52 Freeway Extension from SR 125 to Cuyamaca Street	Santee	60.8		730
SR 52 Freeway Extension - SR 67 Interchange	Santee	72.4		868
SR 905 New Freeway from Britannia Blvd. to Siempre Viva	Otay Mesa	76.7		920
	<b>Subtotal</b>	<b>209.8</b>	<b>0.0</b>	<b>2,518</b>
<b>Trade Corridor Improvement Fund (TCIF)</b>				
SR 905 New Freeway from Britannia Blvd. to east of I-805	Otay Mesa		107.0	1,284
	<b>Subtotal</b>	<b>107.0</b>	<b>107.0</b>	<b>1,284</b>
<b>Traffic Light Synchronization Program (TLSP)</b>				
Bonita Road	County	0.7		9
So. Melrose Drive	Vista	0.3		3
North Santa Fe Avenue	Vista	0.2		2
So. Mission Road	County	0.1		1
Transit Signal Priority	San Diego & Poway	1.0		11
C Street	San Diego	0.8		10
I-805 Corridor	National City and Chula Vista	0.6		8
East/West Metro Corridor	San Diego	1.3		15
I-15 Corridor	San Diego	2.2		26
San Marcos Smart Corridor	San Marcos		0.5	7
Rancho Santa Fe Road	San Marcos		0.3	3
Main Street	El Cajon		0.1	1
Mission Gorge Road	Santee		0.4	5
Magnolia Avenue	Santee		0.1	1
	<b>Subtotal</b>	<b>7.1</b>	<b>1.5</b>	<b>102</b>
	<b>Subtotal Under Construction</b>	<b>557.0</b>		<b>6,684</b>
	<b>Subtotal Ready to be Awarded for Construction</b>		<b>177.3</b>	<b>2,128</b>
	<b>Grand Total</b>	<b>734.3</b>		<b>8,812</b>

### ***Regional Transportation Improvement Program (RTIP) Amendment No. 3***

Pursuant to federal and state legislation, and the *TransNet* Ordinance, all projects funded with federal, state, or *TransNet* funds are required to be included in an approved RTIP. The current 2008 RTIP, the five-year program which covers the period FY 2009 to FY 2013 was adopted by the Board on July 25, 2008. Federal approval was received on November 17, 2008.

There are two types of amendments, formal and administrative. Formal amendments require, among other things, a 15-day public notice period. Administrative amendments are considered minor in nature and do not require a public notice period. This proposed RTIP Amendment No. 3 is considered administrative, and therefore does not require the 15-day public notice.

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. This proposed Amendment No. 3 reflects an urgent need for an amendment to the RTIP based on the extraordinary circumstances brought on by the state budget crisis. The proposed changes are described below with additional details included in Table 1.

#### *Caltrans*

- **I-15 Managed Lanes North (CAL18A)/I-15 Managed Lanes South (CAL18B):** In order to keep both projects on their current schedules, this amendment proposes to exchange a total of \$80 million in funding from the federal Regional Surface Transportation Program (RSTP) and Congestion Management Air Quality (CMAQ) program from CAL18A for a like amount of Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from CAL18B. Additionally, *TransNet*-Major Corridor (MC) funds are proposed to be advanced to FY 2009. The total programmed amounts remain \$223,489,000 for CAL18A and \$481,324,000 for CAL18B. This amendment is contingent on the California Transportation Commission approving the programming change of \$80 million in CMIA funds from CAL18B to CAL18A.
- **SR 52 Freeway (CAL26):** This amendment proposes to revise funding between fiscal years by moving \$55,586,000 of State Transportation Improvement Program-Regional Improvement Program (STIP-RIP) from the prior fiscal year to FY 2009 through FY 2011 and advancing \$15,903,000 of *TransNet*-MC from future years to FY 2009 in order to continue the construction phase with the *TransNet* funding. The total programmed amount remains \$526,477,000. This amendment will allow a total of \$55.6 million in federal RSTP and *TransNet*-MC funds currently programmed on Unit 5B to be transferred to Units 4 and 5A, which are currently funded with STIP-RIP funds. This RTIP amendment is contingent on the CTC approving the programming change of STIP funding from Units 4 and 5A to Unit 5B. All three units are sub-elements of CAL26.
- **SR 905 New Freeway (CAL38):** This amendment proposes to make available the entire \$8,395,000 of *TransNet*-Border funds approved by the Board from future years to FY 2009 and move \$13,108,000 in a combination of STIP-RIP, federal High Priority Program (HPP) and federal Section 117 funds from prior years to FY 2009 in order to maintain the current construction schedule. The total programmed amount remains \$450,500,000. This RTIP amendment is contingent on the CTC approving the programming change of \$10,900,000 in STIP funding from Unit 1A to Unit 1B, both of which are programmed elements within CAL38.

### ***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 RTIP Amendment No. 3 do not affect the fiscal constraint as submitted as part of Amendment No. 2. 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. 3, 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 No. 3 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). All capacity increasing projects in Amendment No. 3 were included in the quantitative emissions analysis conducted for the 2030 RTP and 2008 RTIP. Amendment No. 3 does not interfere with the timely implementation of Transportation Control Measures. The 2008 RTIP, including Amendment No. 3, remains in conformance with the SIP.

Attachment: Table 1 – 2008 RTIP Draft Amendment No. 3



**Table 1**  
 2008 Regional Transportation Improvement Program (RTIP)  
 Draft Amendment No. 3  
 San Diego Region (\$000s)

**Caltrans**

			Capacity Status: CI							
MPO ID: CAL18A										
TITLE: I-15 Managed Lanes-North Segment										
DESCRIPTION: From Clarence Lane to SR 78 - construct managed lanes										
EA No: 081001 PPNO: 0672F										
RTP Page No. A-5 SANDAG ID: 1201503										
Change Reason: Fund exchange with CAL18B										
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$14,112	\$11,725	\$2,387					\$4,050	\$5,432	\$4,630
CMAQ-Conversion	\$7,798			\$7,798						\$7,798
CMIA	\$80,000		\$80,000							\$80,000
RSTP	\$33,086	\$33,086						\$1,505		\$31,581
RSTP-Conversion	\$8,905			\$8,905						\$8,905
STIP-RIP NHS	\$4,426	\$4,426						\$4,426		
STIP-RIP Cash	\$574	\$574						\$574		
TransNet-MC	\$74,588	\$17,318	\$9,746	\$7,792	\$8,161	\$31,571		\$14,267	\$704	\$59,617
TransNet-MC (AC)	\$0		\$16,703	(\$16,703)						
<b>TOTAL</b>	<b>\$223,489</b>	<b>\$67,129</b>	<b>\$108,836</b>	<b>\$7,792</b>	<b>\$8,161</b>	<b>\$31,571</b>		<b>\$24,822</b>	<b>\$6,136</b>	<b>\$192,531</b>
<i>Project Prior to Amendment</i>										
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$14,112	\$11,725	\$2,387					\$4,050	\$5,432	\$4,630
CMAQ-Conversion	\$67,798	\$0	\$20,942	\$21,202	\$25,654					\$67,798
RSTP	\$33,086	\$33,086						\$1,505		\$31,581
RSTP-Conversion	\$28,905	\$0	\$2,591	\$24,740	\$1,574					\$28,905
STIP-RIP NHS	\$4,426	\$4,426						\$4,426		
STIP-RIP Cash	\$574	\$574						\$574		
TransNet-MC	\$74,588	\$17,318	\$9,746	\$7,792	\$8,161	\$31,571		\$14,267	\$704	\$59,617
TransNet-MC (AC)	\$0	\$96,703	(\$23,533)	(\$45,942)	(\$27,228)			\$0	0	0
<b>TOTAL</b>	<b>\$223,489</b>	<b>\$163,832</b>	<b>\$12,133</b>	<b>\$7,792</b>	<b>\$8,161</b>	<b>\$31,571</b>	<b>\$0</b>	<b>\$24,822</b>	<b>\$6,136</b>	<b>\$192,531</b>

			Capacity Status: CI							
MPO ID: CAL18B										
TITLE: I-15 Managed Lanes- South Segment										
DESCRIPTION: From SR 163 to I-15/SR56 Separation - construct managed lanes, south segment including Direct Access Ramps; construction of auxiliary lane along northbound I-15										
EA No: 081501 PPNO: 1672G										
RTP Page No. A-5 SANDAG ID: 1201501										
Change Reason: Fund exchange with CAL18A										
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$32,686	\$11,744	\$20,942					\$11,744		\$20,942
CMAQ-Conversion	\$35,995		\$9,058	\$21,202	\$5,735					\$35,995
CMIA	\$270,000	\$270,000								\$270,000
RSTP	\$2,591		\$2,591							\$2,591
RSTP-Conversion	\$20,472			\$20,472						\$20,472
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
STIP-RIP Cash	\$51,147	\$1,147			\$50,000			\$1,147		\$50,000
TransNet-MC	\$59,580	\$32,901	\$5,661	\$17,526	\$2,796	\$348	\$348	\$40,256	\$19,324	
TransNet-MC (AC)	\$0		\$47,409	(\$41,674)	(\$5,735)					
<b>TOTAL</b>	<b>\$481,324</b>	<b>\$324,645</b>	<b>\$85,661</b>	<b>\$17,526</b>	<b>\$52,796</b>	<b>\$348</b>	<b>\$348</b>	<b>\$62,000</b>	<b>\$19,324</b>	<b>\$400,000</b>
<i>Project Prior to Amendment</i>										
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$11,744	\$11,744						\$11,744		
CMIA	\$350,000	\$350,000								\$350,000
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
STIP-RIP Cash	\$51,147	\$1,147			\$50,000			\$1,147		\$50,000
TransNet-MC	\$59,580	\$32,901	\$5,661	\$17,526	\$2,796	\$348	\$348	\$40,256	\$19,324	
<b>TOTAL</b>	<b>\$481,324</b>	<b>\$404,645</b>	<b>\$5,661</b>	<b>\$17,526</b>	<b>\$52,796</b>	<b>\$348</b>	<b>\$348</b>	<b>\$62,000</b>	<b>\$19,324</b>	<b>\$400,000</b>

MPO ID: CAL26 Capacity Status: CI  
 TITLE: State Route 52 Freeway (E&F)  
 DESCRIPTION: In Santee, SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway  
 EA NO: 010611 PPNO: 0260  
 RTP Page No: A-5 SANDAG ID: 1205203  
 Earmark No: HPP 1134/2735, CA424/602  
 Change Reason: Revise funding between fiscal years

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Demo	\$2,250	\$2,250							\$2,250	
HPP	\$10,000	\$8,000	\$2,000							\$10,000
RSTP	\$49,422	\$22,438	\$26,984						\$22,438	\$26,984
RSTP-Conversion	\$20,085			\$2,555	\$17,530					\$20,085
STIP-IIP State Cash	\$8,365	\$8,365						\$6,857	\$1,508	
STIP Augmentation State Cash	\$155,324	\$99,738	\$41,931	\$1,737	\$11,918			\$1,716	\$21	\$153,587
STIP-RIP State Cash	\$81,080	\$81,080						\$16,988	\$64,092	
TCRP	\$45,000	\$45,000							\$45,000	
TCSP	\$1,000	\$1,000							\$1,000	
TransNet-H	\$44,340	\$44,340						\$671	\$43,669	
TransNet-MC	\$109,611	\$67,847	\$25,828	\$12,945	\$2,991			\$11,460	\$54,176	\$43,975
TransNet-MC (AC)	\$0	\$0	\$20,085	(\$2,555)	(\$17,530)					
<b>TOTAL</b>	<b>\$526,477</b>	<b>\$380,058</b>	<b>\$116,828</b>	<b>\$14,682</b>	<b>\$14,909</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,692</b>	<b>\$234,154</b>	<b>\$254,631</b>

Project Prior to Amendment

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Demo	\$2,250	\$2,250							\$2,250	
HPP	\$10,000	\$8,000	\$2,000							\$10,000
RSTP	\$49,422	\$22,438	\$26,984						\$22,438	\$26,984
RSTP-Conversion	\$20,085	\$0		\$2,555	\$17,530					\$20,085
STIP-IIP-NHS	\$3,010	\$3,010						\$2,125	\$885	
STIP-IIP State Cash	\$5,355	\$5,355						\$4,732	\$623	
STIP-RIP State Cash	\$26,558	\$26,558						\$5,848	\$20,710	
STIP-RIP Prior NHS	\$16,375	\$16,375							\$16,375	
STIP-RIP Prior State Cash	\$802	\$802							\$802	
STIP-RIP State Cash	\$192,669	\$192,669						\$11,140	\$26,205	\$155,324
TCRP	\$45,000	\$45,000							\$45,000	
TCSP	\$1,000	\$1,000							\$1,000	
TransNet-H	\$44,340	\$44,340						\$671	\$43,669	
TransNet-MC	\$109,611	\$67,847	\$9,925	\$13,942	\$6,230	\$4,667	\$7,000	\$11,460	\$54,176	\$43,975
TransNet-MC (AC)	\$0	\$0	\$20,085	(\$2,555)	(\$17,530)					
<b>TOTAL</b>	<b>\$526,477</b>	<b>\$435,644</b>	<b>\$58,994</b>	<b>\$13,942</b>	<b>\$6,230</b>	<b>\$4,667</b>	<b>\$7,000</b>	<b>\$35,976</b>	<b>\$234,133</b>	<b>\$256,368</b>

MPO ID: CAL38

Capacity Status: CI

TITLE: SR 905 New Freeway

DESCRIPTION: From I-805 to Otay Mesa Port of Entry - construct 6-lane freeway (Phase 1)

EA NO: 093160

PPNO: 0374K

RTP Page No: A-6

Earmark No: HPP 2813, CA612

Change Reason: Revise funding between fiscal years

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CBI	\$105,342	\$94,247	\$11,095						\$105,342	
DEMO-Sec 115	\$3,000	\$3,000							\$3,000	
DEMO-TEA 21	\$40,485	\$40,485							\$40,485	
HPP	\$12,000	\$4,120	\$7,880					\$600		\$11,400
STIP-RIP Augmentation State Cash	\$9,488	\$9,488								\$9,488
STIP-Augmentation Prior State Cash	\$10,900	\$0	\$10,900							\$10,900
STIP-IIP Augmentation State Cash	\$56,173	\$56,173								\$56,173
STIP-IIP State Cash	\$74,498	\$74,498						\$23,853	\$42,645	\$8,000
STIP-RIP Interstate	\$13,249	\$13,249							12500	749
STP	\$1,000	\$1,000							\$1,000	
STP-Sec 117	\$1,000	\$0	\$1,000						\$1,000	
TCRP	\$23,365	\$23,365							\$23,365	
Trade Corridor Program	\$91,605		\$91,605							\$91,605
TransNet-Border	\$8,395		\$8,395							\$8,395
<b>TOTAL</b>	<b>\$450,500</b>	<b>\$319,625</b>	<b>\$130,875</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,453</b>	<b>\$229,337</b>	<b>\$196,710</b>

Project Prior to Amendment

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CBI	\$105,342	\$93,639	\$11,703						\$105,342	
DEMO-Sec 115	\$3,000	\$3,000							\$3,000	
DEMO-TEA 21	\$40,485	\$40,485							\$40,485	
HPP	\$12,000	\$4,720	\$7,280					\$520		\$11,480
STIP-IIP Interstate	\$100,666	\$100,666						\$12,944	\$28,087	\$59,635
STIP-IIP Prior NHS	\$6,406	\$6,406						\$1,976	\$4	\$4,426
STIP-IIP Prior State Cash	\$12,966	\$12,966						\$7,000	\$5,966	
STIP-IIP State Cash	\$23,296	\$23,296						\$1,933	\$9,176	\$12,187
STIP-RIP Interstate	\$20,974	\$20,974							\$11,912	\$9,062
STP	\$1,000	\$1,000							\$1,000	
STP-Sec 117	\$1,000	\$1,000							\$1,000	
TCRP	\$23,365	\$23,365							\$23,365	
Trade Corridor Program	\$91,605		\$91,605							\$91,605
TransNet-Border	\$8,395		\$720	\$2,650	\$2,424	\$2,601				\$8,395
<b>TOTAL</b>	<b>\$450,500</b>	<b>\$331,517</b>	<b>\$111,308</b>	<b>\$2,650</b>	<b>\$2,424</b>	<b>\$2,601</b>		<b>\$24,373</b>	<b>\$229,337</b>	<b>\$196,790</b>