

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	EA PPNO Program/Year PA&ED PS&E CONST ENG CONST	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1a) Allocation Amendment - Proposition 1B - CMIA State Administered Projects on the State Highway System		Resolution CMIA-AA-0809-002, Amending Resolution CMIA-A-0708-007		
2 \$71,641,000 \$49,391,000	In the city of San Diego, from just south of Route 52/15 separation to Carroll Canyon Road Overcrossing. Construct Managed Lanes (Unit 1).	2T0911 11-0661A CMIA / 07-08 \$0	2007-08 304-6055 CMIA 20.20.721.000	\$57,616,000 \$38,366,000
Department of Transportation SANDAG San Diego 11-SD-15 10.5-15.0	This project to be split from parent PPNO 0672G as follows: 4. \$4,000,000 RIP to PS&E in Prior fiscal year. 5. \$85,000,000 CMIA to Con in FY 2007-08. 6. \$14,025,000 CMIA to Con Support in FY 2007-08.	\$0 \$14,025,000 \$11,025,000 \$57,616,000 \$38,366,000	004-6055 CMIA	\$14,025,000 \$11,025,000
	Final Project Development Adjustment - RIP Support Estimate (Unit 1): \$ 4,000,000 Programmed Amount (Unit 1): \$ 4,000,000 Adjustment: \$ 0			
	Final Right-of-Way Adjustment: N/A			
	(Allocation of this segment (Unit 1) is consistent with San Diego Route 15 CMIA Baseline Agreement approved May 2007. This is the second of four segments to be allocated under the parent PPNO 0672G.)			
	<u>The original allocation amount of \$99,025,000 included CONST ENG that was allocated under a technical correction on December 11, 2008. The allocation was subsequently amended again (see box above) to reflect award savings of \$27,384,000 CONST.</u>			
	<u>This allocation amendment de-allocates an additional \$19,250,000 CONST and \$3,000,000 CONST ENG from the contract allotment amount. The funds will be back-filled with locally-controlled CMAQ and RSTP funds, consistent with concurrent CMIA baseline agreement amendment (Resolution CMIA-PA-0809-013).</u>			
	<u>Outcome/Outputs:</u> This project will reduce traffic delays below current levels for main lanes and provide a free flowing alternative for managed lanes users by the year 2030.			
	(Contributions from other sources: \$14,231,000.)			