

**Transmittal Date:** February 10, 2009

**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:** Ms. Joanne McDermott

**FROM:**

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

**Amendment Number:** 3 to the 2008 RTIP

**Amendment Type:** Administrative

**Number of Projects in this Amendment:** There are two projects in this amendment.

**Brief Description of the Amendment:**

See attached table and report to our Board. Please note that we are forwarding only two projects from the Board item which received CTC approval at its special meeting on Feb. 10<sup>th</sup>. The other projects included in our staff report will be transmitted after CTC approval in March.

The relevant CTC resolutions are as follows: For I-15 North (CAL18A) resolution numbers CMIA-aa-0809-002/003/004; CMIA-A-0809-011. For I-15 South (CAL18B) resolution numbers CMIA-AA-0809-002/003/004 and CMIA-A0809-011

**Board Resolution:** N/A

**Conformity Determination:** N/A – see report

**Financial Constraint:** See Tables 2a-2c

**MPO's CTIPS Approval Date:** 2/10/09.

**List of Lump Sums:** N/A

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

**Caltrans**

MPO ID: CAL18A Capacity Status: CI RTIP #: 08-03  
 TITLE: I-15 Managed Lanes-North Segment  
 DESCRIPTION: From Clarence Lane to SR 78 - construct managed lanes  
 CHANGE REASON: Fund Exchange with CAL18B  
 EA NO: 081001 PPNO: 0672F EST TOTAL COST: \$223,489  
 RTP PAGE NO: A-5 SANDAG ID: 1201503

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$15,756	\$11,725	\$4,031					\$4,050	\$5,432	\$6,274
CMAQ - Conversion	\$9,217			\$2,756	\$6,461					\$9,217
Corridor Mobility Program	\$80,000	\$80,000								\$80,000
RSTP	\$37,864	\$33,086	\$4,778					\$1,505		\$36,359
RSTP - Conversion	\$1,064			\$1,064						\$1,064
STIP-RIP NHS	\$4,426	\$4,426						\$4,426		
STIP-RIP State Cash	\$574	\$574						\$574		
TransNet - MC	\$74,588	\$17,318	\$9,746	\$7,792	\$8,161	\$31,571		\$17,482	\$704	\$56,402
TransNet - MC AC			\$10,281	\$(3,820)	\$(6,461)					
<b>TOTAL</b>	<b>\$223,489</b>	<b>\$147,129</b>	<b>\$28,836</b>	<b>\$7,792</b>	<b>\$8,161</b>	<b>\$31,571</b>		<b>\$28,037</b>	<b>\$6,136</b>	<b>\$189,316</b>

\* Additional \$25M is programmed under CAL91

**PROJECT PRIOR TO AMENDMENT**

	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		\$20,942	\$21,202	\$25,654					\$67,798
RSTP	\$33,086	\$33,086						\$1,505		\$31,581
RSTP - Conversion	\$28,905		\$2,591	\$24,740	\$1,574					\$28,905
STIP-RIP NHS	\$4,426	\$4,426						\$4,426		
STIP-RIP State 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		\$96,703	\$(23,533)	\$(45,942)	\$(27,228)					
<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>\$24,822</b>	<b>\$6,136</b>	<b>\$192,531</b>

**2008 Regional Transportation Improvement Program  
Amendment No. 3  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL18B Capacity Status: CI RTIP #: 08-03  
 TITLE: I-15 Managed Lanes- South Segment  
 DESCRIPTION: From SR 163 to 15/56 Separation - construct managed lanes, south segment including Direct Access Ramps; construct auxiliary lane along northbound I-15 from Pomerado Rd. over crossing to Carroll Canyon Rd. over crossing  
 CHANGE REASON: Fund exchange with CAL18A  
 EA NO: 081501 PPNO: 0672G EST TOTAL COST: \$481,324  
 RTP PAGE NO: A-5 SANDAG ID: 1201501

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$32,235	\$11,744	\$20,491					\$11,744		\$20,491
CMAQ - Conversion	\$36,446			\$18,446	\$18,000					\$36,446
Corridor Mobility Program	\$270,000	\$270,000								\$270,000
RSTP - Conversion	\$23,063			\$23,063						\$23,063
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
STIP-RIP State 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			\$59,509	\$(41,509)	\$(18,000)					
<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>

\* Funding shown in FY 2012 and FY 2013 is for administrative close out of the project

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
CMAQ	\$11,744	\$11,744						\$11,744		
Corridor Mobility Program	\$350,000	\$350,000								\$350,000
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
STIP-RIP State 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>

**2008 Regional Transportation Improvement Program  
Amendment No. 3  
San Diego Region (in \$000s)**

**RTIP Fund Types**

AC	=	Advanced Construction
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)
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 AC	=	State Highway Operation & Protection Program federal share (for Caltrans use only)
SHOPP State Cash	=	State Highway Operation & Protection Program cash match (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
Section 5309 (FG)	=	Federal Transit Administration Fixed Guideway Modernization (Formula program)

**2008 Regional Transportation Improvement Program  
Amendment No. 3  
San Diego Region (in \$000s)**

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	=	Transportation Enhancement Activities Program (Federal)
TLSP	=	Traffic Light Synchronization Program (Prop. 1B state bond)
TSGP	=	Transit Security Grant Program (Prop. 1B state bond)
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-BRT/Ops	=	Prop. A Local Transportation Sales Tax - Bus Rapid Transit/New Service (Local)
TransNet-Border	=	Prop. A Local Transportation Sales Tax - 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 -Local System Improvements (Local)
TransNet-MC	=	Prop. A Extension Local Transportation Sales Tax - Major Corridors (Local)
TransNet-REMP	=	Prop. A Extension Local Transportation Sales Tax - 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 - Senior Services (Local)
TransNet-T	=	Prop. A Local Transportation Sales Tax - Transit (Local)
TransNet-TSI	=	Prop. A Extension Local Transportation Sales Tax - Transit System Improvements (Local)

Table 2a  
 2008 Regional Transportation Improvement Program (RTIP)  
 San Diego Region  
 Amendment No. 3 (in \$000s)

REVENUE SOURCES	FY 2009		FY 2010		FY 2011		FY 2012		Current Total
	Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>LOCAL</b>									
<i>Sales Tax</i>	\$539,966	\$593,193	\$431,160	\$427,220	\$463,218	\$454,828	\$420,550	\$420,550	\$1,895,791
-- City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- County	\$526,957	\$580,174	\$417,568	\$413,628	\$448,987	\$440,597	\$405,664	\$405,664	\$1,840,063
-- Other (e.g., Transportation Development Act)	\$13,009	\$13,019	\$13,592	\$13,592	\$14,231	\$14,231	\$14,886	\$14,886	\$55,728
<i>Gas Tax</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Local Funds</i>	\$166,954	\$180,933	\$289,371	\$293,311	\$215,979	\$224,369	\$210,087	\$210,087	\$908,700
-- City General Funds	\$165,029	\$179,008	\$288,840	\$292,780	\$214,905	\$223,295	\$209,987	\$209,987	\$905,070
-- Street Taxes and Developer Fees	\$1,925	\$1,925	\$531	\$531	\$1,074	\$1,074	\$100	\$100	\$3,630
-- Other (registration fees (AB434) and Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local Total</b>	<b>\$706,920</b>	<b>\$774,126</b>	<b>\$720,531</b>	<b>\$720,531</b>	<b>\$679,197</b>	<b>\$679,197</b>	<b>\$630,637</b>	<b>\$630,637</b>	<b>\$2,804,491</b>
<b>STATE</b>									
<i>State Highway Operations and Protection Program (SHOPP)</i>	\$60,309	\$60,309	\$54,790	\$54,790	\$124,490	\$124,490	\$92,868	\$92,868	\$332,457
SHOPP (Including Augmentation)	\$60,309	\$60,309	\$29,594	\$29,594	\$124,490	\$124,490	\$92,868	\$92,868	\$307,261
SHOPP Prior	\$0	\$0	\$25,196	\$25,196	\$0	\$0	\$0	\$0	\$25,196
<i>State Transportation Improvement Program (STIP)</i>	\$13,783	\$13,783	\$7,323	\$7,323	\$58,326	\$58,326	\$35,247	\$35,247	\$174,679
STIP (Including Augmentation)	\$8,783	\$8,783	\$7,323	\$7,323	\$58,326	\$58,326	\$35,247	\$35,247	\$109,679
STIP Prior	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
<i>Proposition 1 B</i>	\$92,382	\$92,382	\$60,115	\$60,115	\$12,860	\$12,860	\$99,877	\$99,877	\$265,234
<i>GARVEE Bonds<sup>1</sup></i>	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$87,340
<i>Traffic Congestion Relief Program</i>	\$8,850	\$8,850	\$10,002	\$10,002	\$6,000	\$6,000	\$0	\$0	\$24,852
<i>State Transit Assistance (STA): (e.g., population/revenue based, Prop 42)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other (FSP, Prop 116, R&amp;I)</i>	\$3,400	\$3,400	\$2,895	\$2,895	\$2,895	\$2,895	\$2,895	\$2,895	\$12,085
<b>State Total</b>	<b>\$200,559</b>	<b>\$200,559</b>	<b>\$156,960</b>	<b>\$156,960</b>	<b>\$226,406</b>	<b>\$226,406</b>	<b>\$252,722</b>	<b>\$252,722</b>	<b>\$836,647</b>
<b>FEDERAL TRANSIT</b>									
<i>Federal Transit Administration</i>									
Bus and Bus Related Grants (5309c)	\$1,737	\$1,737	\$0	\$0	\$0	\$0	\$0	\$0	\$1,737
Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fixed Guideway Modernization (5309a)	\$19,383	\$19,383	\$20,546	\$20,546	\$21,368	\$21,368	\$22,223	\$22,223	\$83,520
Intercity Bus (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Job Access and Reverse Commute Program (5316)	\$2,065	\$2,065	\$1,687	\$1,687	\$1,754	\$1,754	\$1,825	\$1,825	\$7,331
New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Freedom (SAFETEA-LU)	\$1,708	\$1,708	\$827	\$827	\$868	\$868	\$865	\$865	\$4,268
Nonurbanized Area Formula Program (5311)	\$626	\$626	\$651	\$651	\$677	\$677	\$704	\$704	\$2,658
Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Urbanized Area Formula Program (5307)	\$56,511	\$56,511	\$59,902	\$59,902	\$62,298	\$62,298	\$64,790	\$64,790	\$243,501
CMAQ/5307 Transfer	\$63	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$63
Other (TSGP)	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
<b>Federal Transit Total</b>	<b>\$83,293</b>	<b>\$83,293</b>	<b>\$83,613</b>	<b>\$83,613</b>	<b>\$86,965</b>	<b>\$86,965</b>	<b>\$90,407</b>	<b>\$90,407</b>	<b>\$344,278</b>
<b>FEDERAL HIGHWAY</b>									
<i>Federal Highway Non-Discretionary</i>									
Congestion Mitigation and Air Quality (CMAQ)	\$30,159	\$31,352	\$30,702	\$30,702	\$31,254	\$31,254	\$31,817	\$31,817	\$125,125
Surface Transportation Program (Regional)	\$31,578	\$33,765	\$32,147	\$32,147	\$32,726	\$32,726	\$33,316	\$33,316	\$131,954
Highway Bridge Program (HBP)	\$0	\$0	\$10,060	\$10,060	\$27	\$27	\$20,003	\$20,003	\$30,090
Highway Safety Improvement Program (HSIP)	\$1,807	\$1,807	\$943	\$943	\$3,137	\$3,137	\$0	\$0	\$5,887
Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safe Routes to School (SRTS) (SAFETEA-LU)	\$2,057	\$2,057	\$1,515	\$1,515	\$2,354	\$2,354	\$522	\$522	\$6,448
Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (RITA)	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200
<b>Subtotal</b>	<b>\$65,801</b>	<b>\$69,181</b>	<b>\$75,367</b>	<b>\$75,367</b>	<b>\$69,498</b>	<b>\$69,498</b>	<b>\$85,658</b>	<b>\$85,658</b>	<b>\$299,704</b>
<i>Federal Highway Discretionary Programs</i>									
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$13,901	\$13,901	\$0	\$0	\$600	\$600	\$0	\$0	\$14,501
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High Priority Projects (HPP)	\$38,504	\$38,504	\$1,950	\$1,950	\$9,240	\$9,240	\$0	\$0	\$49,694
High Risk Rural Road (HRRR)	\$0	\$0	\$130	\$130	\$0	\$0	\$0	\$0	\$130
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$175	\$175	\$0	\$0	\$0	\$0	\$0	\$0	\$175
Transportation and Community and System Preservation Prog	\$490	\$490	\$0	\$0	\$0	\$0	\$0	\$0	\$490
Other (IIS, IM, Sec 112/117, value pricing, STP)	\$10,264	\$10,264	\$429	\$429	\$0	\$0	\$0	\$0	\$10,693
<b>Subtotal</b>	<b>\$63,334</b>	<b>\$63,334</b>	<b>\$2,509</b>	<b>\$2,509</b>	<b>\$9,840</b>	<b>\$9,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,683</b>
<b>Federal Highway Total</b>	<b>\$129,135</b>	<b>\$132,515</b>	<b>\$77,876</b>	<b>\$77,876</b>	<b>\$79,338</b>	<b>\$79,338</b>	<b>\$85,658</b>	<b>\$85,658</b>	<b>\$375,387</b>
<b>FEDERAL TOTAL</b>	<b>\$212,428</b>	<b>\$215,808</b>	<b>\$161,489</b>	<b>\$161,489</b>	<b>\$166,303</b>	<b>\$166,303</b>	<b>\$176,065</b>	<b>\$176,065</b>	<b>\$719,665</b>
<b>REVENUE TOTAL</b>	<b>\$1,119,907</b>	<b>\$1,190,493</b>	<b>\$1,038,980</b>	<b>\$1,038,980</b>	<b>\$1,071,906</b>	<b>\$1,071,906</b>	<b>\$1,059,424</b>	<b>\$1,059,424</b>	<b>\$4,360,803</b>

<sup>1</sup>Total includes debt service to 2015

Table21b  
**2008 Regional Transportation Improvement Program (RTIP)**  
**San Diego Region**  
**Amendment No. 3 (in \$000s)**

PROGRAMMED		FY 2009		FY 2010		FY 2011		FY 2012		Current Total
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
LOCAL	Local Total	\$660,718	\$774,125	\$712,132	\$712,745	\$573,562	\$576,329	\$507,725	\$507,725	\$2,570,924
	<b>STATE</b>									
STATE	<i>State Highway Operations and Protection Program (SHOPP)</i>	\$60,309	\$60,309	\$54,790	\$54,790	\$124,490	\$124,490	\$92,868	\$92,868	\$332,457
	SHOPP (Including Augmentation)	\$60,309	\$60,309	\$29,594	\$29,594	\$124,490	\$124,490	\$92,868	\$92,868	\$307,261
	SHOPP Prior	\$0	\$0	\$25,196	\$25,196	\$0	\$0	\$0	\$0	\$25,196
	<i>State Transportation Improvement Program (STIP)</i>	\$13,783	\$13,783	\$7,323	\$7,323	\$58,326	\$58,326	\$35,247	\$35,247	\$114,679
	STIP (Including Augmentation)	\$8,783	\$8,783	\$7,323	\$7,323	\$58,326	\$58,326	\$35,247	\$35,247	\$109,679
	STIP Prior	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
	<i>Proposition 1 B</i>	\$92,382	\$92,382	\$60,115	\$60,115	\$12,860	\$12,860	\$99,877	\$99,877	\$265,234
	<i>GARVEE Bonds<sup>1</sup></i>	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$87,340
	<i>Traffic Congestion Relief Program</i>	\$8,850	\$8,850	\$10,002	\$10,002	\$6,000	\$6,000	\$0	\$0	\$24,852
	<i>State Transit Assistance (STA): (e.g., population/revenue based, Prop 42)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>Other (FSP, Prop 116, R&amp;I)</i>	\$3,400	\$3,400	\$2,895	\$2,895	\$2,895	\$2,895	\$2,895	\$2,895	\$12,085
	<b>State Total</b>	<b>\$200,559</b>	<b>\$200,559</b>	<b>\$156,960</b>	<b>\$156,960</b>	<b>\$226,406</b>	<b>\$226,406</b>	<b>\$252,722</b>	<b>\$252,722</b>	<b>\$836,647</b>
FEDERAL TRANSIT	<b>Federal Transit Administration</b>									
	Bus and Bus Related Grants (5309c)	\$1,737	\$1,737	\$0	\$0	\$0	\$0	\$0	\$0	\$1,737
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$19,105	\$19,105	\$20,436	\$20,436	\$20,212	\$20,212	\$20,490	\$20,490	\$80,243
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$2,064	\$2,064	\$0	\$0	\$0	\$0	\$0	\$0	\$2,064
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New Freedom (SAFETEA-LU)	\$1,199	\$1,199	\$0	\$0	\$0	\$0	\$0	\$0	\$1,199
	Nonurbanized Area Formula Program (5311)	\$592	\$592	\$363	\$363	\$378	\$378	\$393	\$393	\$1,726
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$54,899	\$54,899	\$56,192	\$56,192	\$58,585	\$58,585	\$60,884	\$60,884	\$230,560
	CMAQ/5307 Transfer	\$63	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$63
Other (TSGP)	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	
<b>Federal Transit Total</b>	<b>\$80,859</b>	<b>\$80,859</b>	<b>\$76,991</b>	<b>\$76,991</b>	<b>\$79,175</b>	<b>\$79,175</b>	<b>\$81,767</b>	<b>\$81,767</b>	<b>\$318,792</b>	
FEDERAL HIGHWAY	<b>Federal Highway Non-Discretionary</b>									
	Congestion Mitigation and Air Quality (CMAQ)	\$30,159	\$31,352	\$30,702	\$30,702	\$31,254	\$31,254	\$6,000	\$6,000	\$99,308
	Surface Transportation Program (Regional)	\$31,578	\$33,765	\$32,147	\$32,147	\$30,634	\$30,634	\$33,317	\$33,317	\$129,863
	Highway Bridge Program (HBP)	\$0	\$0	\$10,060	\$10,060	\$27	\$27	\$20,003	\$20,003	\$30,090
	Highway Safety Improvement Program (HSIP)	\$1,807	\$1,807	\$943	\$943	\$3,137	\$3,137	\$0	\$0	\$5,887
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$2,057	\$2,057	\$1,515	\$1,515	\$2,354	\$2,354	\$522	\$522	\$6,448
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (RITA)	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200
	<b>Subtotal</b>	<b>\$65,801</b>	<b>\$69,181</b>	<b>\$75,367</b>	<b>\$75,367</b>	<b>\$67,406</b>	<b>\$67,406</b>	<b>\$59,842</b>	<b>\$59,842</b>	<b>\$271,796</b>
	<b>Federal Highway Discretionary Programs</b>									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$13,901	\$13,901	\$0	\$0	\$600	\$600	\$0	\$0	\$14,501
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$38,504	\$38,504	\$1,950	\$1,950	\$9,240	\$9,240	\$0	\$0	\$49,694
	High Risk Rural Road (HRRR)	\$0	\$0	\$130	\$130	\$0	\$0	\$0	\$0	\$130
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$175	\$175	\$0	\$0	\$0	\$0	\$0	\$0	\$175	
Transportation and Community and System Preservation Prog	\$490	\$490	\$0	\$0	\$0	\$0	\$0	\$0	\$490	
Other (ITS, IM, Sec 112/117, value pricing, STP)	\$10,264	\$10,264	\$429	\$429	\$0	\$0	\$0	\$0	\$10,693	
<b>Subtotal</b>	<b>\$63,334</b>	<b>\$63,334</b>	<b>\$2,509</b>	<b>\$2,509</b>	<b>\$9,840</b>	<b>\$9,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,683</b>	
<b>Federal Highway Total</b>	<b>\$129,135</b>	<b>\$132,515</b>	<b>\$77,876</b>	<b>\$77,876</b>	<b>\$77,246</b>	<b>\$77,246</b>	<b>\$59,842</b>	<b>\$59,842</b>	<b>\$347,479</b>	
<b>FEDERAL TOTAL</b>	<b>\$209,994</b>	<b>\$213,374</b>	<b>\$154,867</b>	<b>\$154,867</b>	<b>\$156,421</b>	<b>\$156,421</b>	<b>\$141,609</b>	<b>\$141,609</b>	<b>\$666,271</b>	
<b>PROGRAMMED TOTAL</b>	<b>\$1,071,271</b>	<b>\$1,188,058</b>	<b>\$1,023,959</b>	<b>\$1,024,572</b>	<b>\$956,389</b>	<b>\$959,156</b>	<b>\$902,056</b>	<b>\$902,056</b>	<b>\$4,073,842</b>	

<sup>1</sup>Total includes debt service to 2015

<sup>2</sup>ECREC = American Recovery and Reinvestment

Table 2c  
 2008 Regional Transportation Improvement Program (RTIP)  
 San Diego Region  
 Amendment No. 3 (in \$000s)

REVENUE VS. PROGRAMMED		FY 2009		FY 2010		FY 2011		FY 2012		Current Total
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
<b>LOCAL</b>	<b>Local Total</b>	\$46,202	\$1	\$8,399	\$7,786	\$105,635	\$102,868	\$122,912	\$122,912	\$233,567
<b>STATE</b>	<i>State Highway Operations and Protection Program (SHOPP)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>State Transportation Improvement Program (STIP)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>Proposition 1 B</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>GARVEE Bonds<sup>1</sup></i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>Traffic Congestion Relief Program</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>State Transit Assistance (STA): (e.g., population/revenue based, Prop 42)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>Other (FSP, Prop 116, R&amp;I)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>State Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FEDERAL TRANSIT</b>	<i>Federal Transit Administration</i>									
	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$278	\$278	\$110	\$110	\$1,156	\$1,156	\$1,733	\$1,733	\$3,277
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$1	\$1	\$1,687	\$1,687	\$1,754	\$1,754	\$1,825	\$1,825	\$5,267
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New Freedom (SAFETEA-LU)	\$509	\$509	\$827	\$827	\$868	\$868	\$865	\$865	\$3,069
	Nonurbanized Area Formula Program (5311)	\$34	\$34	\$288	\$288	\$299	\$299	\$311	\$311	\$932
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$1,612	\$1,612	\$3,710	\$3,710	\$3,713	\$3,713	\$3,906	\$3,906	\$12,941
	CMAQ/5307 Transfer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (TSGP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>Federal Transit Total</b>	<b>\$2,434</b>	<b>\$2,434</b>	<b>\$6,622</b>	<b>\$6,622</b>	<b>\$7,790</b>	<b>\$7,790</b>	<b>\$8,640</b>	<b>\$8,640</b>	<b>\$25,486</b>	
<b>FEDERAL HIGHWAY</b>	<i>Federal Highway Non-Discretionary</i>									\$0
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$25,817	\$25,817	\$25,817
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$2,092	\$2,092	\$0	\$0	\$2,092
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (RITA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,092</b>	<b>\$2,092</b>	<b>\$25,817</b>	<b>\$25,817</b>	<b>\$27,909</b>
	<i>Federal Highway Discretionary Programs</i>									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (ITS, IM, Sec 112/117, value pricing, STP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Federal Highway Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,092</b>	<b>\$2,092</b>	<b>\$25,817</b>	<b>\$25,817</b>	<b>\$27,909</b>	
<b>FEDERAL TOTAL</b>	<b>\$2,434</b>	<b>\$2,434</b>	<b>\$6,622</b>	<b>\$6,622</b>	<b>\$9,882</b>	<b>\$9,882</b>	<b>\$34,457</b>	<b>\$34,457</b>	<b>\$53,395</b>	
<b>PROGRAMMED TOTAL</b>	<b>\$48,636</b>	<b>\$2,435</b>	<b>\$15,021</b>	<b>\$14,408</b>	<b>\$115,517</b>	<b>\$112,750</b>	<b>\$157,369</b>	<b>\$157,369</b>	<b>\$286,962</b>	

<sup>1</sup>Total includes debt service to 2015

<sup>2</sup>ECREC = American Recovery and Reinvestment



**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 Siempré 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>