

## Memorandum

**To:** CHAIR AND COMMISSIONERS

**Date:** May 3, 2010

  
**From:** BIMLA G. RHINEHART  
Executive Director

**File:** Reference No. 4.14  
ACTION

**Ref:** Amendment to the Corridor Mobility Improvement Account Program

### ISSUE

Should the Commission approve the proposed amendment to the Corridor Mobility Improvement Account (CMIA) Program?

### RECOMMENDATION

Commission staff recommends that the Commission approve the proposed amendment to the CMIA Program as attached to this memorandum.

### BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by the voters as Proposition 1B on November 7, 2006. Proposition 1B authorized \$4.5 billion in general obligation bond proceeds to be deposited in the Corridor Mobility Improvement Account (CMIA). Funds in the CMIA are available for performance improvements on the state highway system, or major access routes to the state highway system on the local road system, that relieve congestion by expanding capacity, enhance operations, or otherwise improve travel times within these high-congestion travel corridors. Under the Bond Act, bond proceeds are available, upon appropriation by the Legislature, for allocation by the Commission for projects included in the CMIA program.

The Commission adopted the initial CMIA program of projects on February 28, 2007. Many of the projects awarded for construction since the adoption of the initial CMIA Program have accrued substantial project cost savings. In order to address these project cost savings, the Commission adopted Supplement 2 to the CMIA and SR 99 Accountability Implementation Plan in December 2009. The purpose of Supplement 2 was to clarify and expand the Commission's policy regarding project cost savings for CMIA and SR 99 projects and to communicate to project sponsors and implementing agencies how project cost savings will be administered by the Commission. Supplement 2 reflected the Commission's intent to program the project cost savings to eligible projects nominated but not programmed in the initial CMIA Program and/or to enhancements to existing CMIA projects.

CMIA project cost savings accrued and available through March 2010 are \$194.8 million in the North and \$79.8 million in the South (Schedule 2). The project cost savings in the North do not include the savings from the Caldecott Tunnel project which are still subject to review and confirmation.

Supplement 2 directed the regional agencies to nominate projects by February 1, 2010. In order to be eligible for consideration for programming, nominations were required to include a letter of support from the Department of Transportation and meet the requirements of the CMIA Guidelines.

Commission staff reviewed the nominations in accordance with the CMIA Guidelines. Staff also considered the rankings of the Department of Transportation and the scheduled delivery date of the nominated projects. Based on this review and the available programming capacity due to project cost savings through March 2010 as documented in Schedule 2, Commission staff recommends that the CMIA Program be amended as noted in Schedule 1 attached to this memorandum.

**Schedule I**  
**CMIA SAVINGS**  
**Programming Recommendations**  
**May 2010**  
(Dollars in Millions)

**RECOMMENDATIONS FOR NORTHERN CALIFORNIA SAVINGS**

State Priority	Dist	Cnty	Rte	Project Description	CMIA Request	Total Project Cost	Constr. Start	Recommend Amount	Notes
<b>TIER 1</b>									
1	3	ED	50	HOV Lane extension	\$3.5	\$7.0	Jun-10	\$3.5	
2	4	Son	101	Central Project - Phase B; add HOV Lanes	\$22.8	\$25.0	Oct-10	\$22.8	
3	3	Sac	80	HOV Lane - Across the top	\$65.0	\$74.0	Mar-11	\$65.0	
4	10	SJ	5	I-5 HOV widening and CRCP Project	\$42.5	\$119.5	Feb-11	\$42.5	
5	2	Sha	5	South Redding 6-lane	\$22.5	\$43.8	Mar-11	\$22.5	
6	4	Sol	80/680/12	I-80 WB/SR 12 WB Connector	\$24.0	\$111.0	Mar-12	\$0.0	
7	4	Ala	84	Expressway	\$20.0	\$127.0	Jan-11	\$20.0	
8	4	Son	101	North Project - Phase B; Airport IC Imps.	\$22.2	\$45.8	Dec-11	\$0.0	

<b>TIER 2</b>									
	3	But	32	Highway Widening	\$6.4	\$3.4	Oct-10	\$3.4	
	6	Fre	180	Widen to 4E - Academy to Trimmer	\$25.3	\$44.5	Dec-12	\$0.0	Later Delivery
	4	Marin	Narrows	Marin/Sonoma Narrows Phase 2	\$1.9	\$2.3	Dec-11	\$1.9	
	5	Mon	101	San Juan Road IC	\$46.0	\$90.6	Sep-12	\$0.0	Later Delivery
	3	Pla	65	Lincoln Bypass phase 2	\$19.0	\$22.0	Jul-12	\$0.0	Later Delivery
	10	Stan	108	Claribel Road widening - extension of SR 219	\$6.8	\$10.0	Sep-12	\$0.0	Later Delivery

<b>TIER 3</b>									
	4	Ala	580	WB Rehab	\$17.4	\$34.0	Aug-11	\$0.0	Pavement rehab
	6	Kings	198	Rte 198 at 19th Ave - Const IC	\$16.5	\$48.6	Aug-11	\$0.0	
	3	Sac	50	Watt Ave/SR 50 IC	\$10.5	\$52.5	Mar-12	\$0.0	Later Delivery

<b>Total Recommended for Programming, Northern California</b>								<b>\$181.6</b>	
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**RECOMMENDATIONS FOR SOUTHERN CALIFORNIA SAVINGS**

State Priority	Dist	Cnty	Rte	Project Description	CMIA Request	Total Project Cost	Constr. Start	Recommend Amount	Notes
<b>TIER 1</b>									
1	5	SLO	101	Santa Maria Bridge	\$31.6	\$57.7	Feb-10	\$31.6	
2	11	Imp	78	Brawley Bypass, Stage 3	\$49.5	\$76.5	Aug-10	\$0.0	TCIF Allocation 4/10
3	11	SD	15	Mira Mesa Direct Access Ramp	\$56.5	\$56.5	Dec-11	\$40.2	

<b>TIER 2</b>									
	5	SLO	46	Rt 46 Expressway - Whitley 2A	\$56.0	\$75.0	Oct-12	\$0.0	Later Delivery
	6	Tul	198	Plaza Drive IC/Aux Lanes	\$7.8	\$22.9	Jul-11	\$7.8	
	6	Ker	58	SR 99 to Cottonwood; widen to 6F; City of Bakersfield	\$62.0	\$59.5	Jul-11	\$0.0	
	7	LA	5	HOV Lanes (4.5 miles) @ SR 14	\$70.0	\$70.0	Jul-13	\$0.0	Later Delivery

<b>TIER 3</b>									
	6	Tul	99	Tulare to Goshen - widen to 6 lanes	\$50.0	\$59.3	Dec-12	\$0.0	Later Delivery
	8	SBD	15	La Mesa Nisqualli Road IC	\$20.0	\$97.6	Oct-10	\$0.0	
	8	SBD	15	Ranchero Road IC	\$24.4	\$80.1	Jun-11	\$0.0	
	8	SBD	215	Bi-County HOV Gap Closure	\$27.2	\$75.0	Aug-12	\$0.0	Later Delivery
	8	SBD	10	Westbound Mixed Flow Lane	\$11.4	\$43.2	May-10	\$0.0	Programmed in CMIA
	12	Ora	91	Widen EB and WB SR-91 from Costa Mesa Freeway Connector to Gypsum Canyon Rd.	\$56.7	\$96.0	Dec-11	\$0.0	Programmed in CMIA

<b>Total Recommended for Programming, Southern California</b>								<b>\$79.6</b>	
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**Schedule 2**  
**CMIA Award Savings-North**  
**Thru March 2010**  
(Dollars in Thousands)

<b>Corridor Mobility Improvement Account - North (\$1,000's)</b>									
CMIA region	County	Route	Project Title	Constr. Allocation - All Funds	Constr Award	Award Savings	CMIA Savings - Restricted	CMIA Savings - Available	Notes
Central Coast	Monterey	1	Salinas Rd interchange	32,633	14,140	18,493	0	18,493	
			<b>Subtotal, Savings Available, Central Coast (North)</b>					<b>18,493</b>	
San Joaquin Valley	Kings	198	Kings/Tulare 198 Expressway	69,910	49,833	20,077	0	16,252	
San Joaquin Valley	Stanislaus	219	219 Expressway Phase 1	12,760	7,844	4,916	0	4,916	
San Joaquin Valley	Calaveras	4	Angels Camp Bypass	31,965	25,470	6,225	0	864	
			<b>Subtotal, Savings Available, San Joaquin Valley (North)</b>					<b>22,032</b>	
S.F. Bay Area	Alameda	580	EB HOV Lane, Segment 1	47,410	47,410	0	0	0	
S.F. Bay Area	Alameda	580	EB HOV Lane, Segment 2	51,038	35,203	15,835	15,835	0	Restricted until award of final segment
S.F. Bay Area	Alameda	580	Isabel Interchange, Segment 1	24,600	17,775	6,825	0	7,770	
S.F. Bay Area	Alameda	580	Isabel Interchange, Segment 2	3,900	2,370	1,530	0	2,334	
S.F. Bay Area	Alameda	580	Isabel Interchange, Segment 3	52,200	28,163	24,037	0	14,387	
S.F. Bay Area	Marin	101	WB 580 to NB 101 Connector Improvements	13,200	11,052	2,148	0	2,148	
S.F. Bay Area	Solano	80	Route 80/680/12 interchange (Putah Creek)	53,210	29,550	23,660	0	8,283	
S.F. Bay Area	Solano	80	HOV Lanes and Pavement Rehabilitation	3,400	3,400	0	0	0	
S.F. Bay Area	Solano	80	HOV lanes, Wilfred Av-Santa Rosa Av	56,710	44,160	14,550	12,600	0	Restricted due to Private Placement Bond
S.F. Bay Area	Sonoma	101	HOV lanes, Wilfred Av-Santa Rosa Av	90,402	86,107	4,295	0	4,295	
S.F. Bay Area	Sonoma	101	HOV lanes, Santa Rosa to Windsor	83,800	52,440	31,360	0	25,489	
			<b>Subtotal, Savings Available, San Francisco Bay Area (MTC)</b>					<b>64,706</b>	
Sacramento Valley	El Dorado	50	HOV lanes, ED Co Ln to Bass Lake IC	20,000	16,484	3,516	0	3,516	
Sacramento Valley	Placer	65	Lincoln Bypass	166,702	166,702	0	0	24,781	Only allocated \$48 M of \$73M CMIA programmed
Sacramento Valley	Placer	80	HOV & Aux lanes, Sac. Co to Eureka Rd (Phase 2)	31,200	31,200	0	0	0	
Sacramento Valley	Sacramento	50	HOV lanes, Watt Ave to Sunrise Blvd, Phase 1	133,125	67,773	65,352	0	32,389	
Sacramento Valley	Placer	80	WB HOV & Aux lanes, Eureka to Rt 65 (Phase 3A)	57,505	24,448	33,057	0	17,531	
			<b>Subtotal, Savings Available, Sacramento Valley</b>					<b>78,217</b>	
			<b>Total Savings Available, North</b>					<b>183,448</b>	
			<b>Unprogrammed Balance</b>					<b>11,394</b>	Unprogrammed balance at initial adoption of CMIA
			<b>Total Available, North</b>					<b>194,842</b>	
			<b>Less 10% Reserve</b>					<b>19,842</b>	
			<b>Total Savings Available for Programming, North</b>					<b>175,000</b>	

**Schedule 2**  
**CMIA Award Savings-South**  
**Thru March 2010**  
(Dollars in Thousands)

CMIA region	County	Route	Project Title	Constr. Allocation - All Funds	Constr. Award	Award Savings	CMIA Savings - Restricted	CMIA Savings - Available	Notes
San Diego	San Diego	5	North Coast Corridor, Stage 1A, Unit 1	36,190	36,190	0	0	0	
San Diego	San Diego	15	Managed lanes, South Segment	94,432	94,432	0	0	30,568	Difference between CMIA programmed & allocated
San Diego	San Diego	15	Managed lanes, South Segment	57,616	57,616	0	0	27,384	Difference between CMIA programmed & allocated
San Diego	San Diego	15	Managed lanes, South Segment	79,026	79,026	0	0	10,974	Difference between CMIA programmed & allocated
			<b>Subtotal, Savings Available, San Diego</b>					<b>68,926</b>	
Southern California	Los Angeles	405	Northbound HOV lane, Rt 10 to Rt 101 (design-build)	730,000	730,000	0	0	0	
			<b>Subtotal, Savings Available, Los Angeles</b>					<b>0</b>	
Southern California	San Bernardino	215	Route 210/215 connectors	119,301	78,879	40,422	25,936	0	Restricted due to Private Placement Bond
			<b>Subtotal, Savings Available, San Bernardino</b>					<b>0</b>	
San Joaquin Valley	Tulare	198	Kings/Tulare 198 Expressway	69,910	49,833	20,077	0	10,834	CMIA allocation & award savings
			<b>Subtotal, Savings Available, San Joaquin (South)</b>					<b>10,834</b>	
			<b>Total Savings Available, South</b>					<b>79,760</b>	
			<b>Less 10% Reserve</b>					<b>7,976</b>	
			<b>Total Savings Available for Programming, South</b>					<b>71,784</b>	

**California Transportation Commission**  
**Adoption of the Amended Program of Projects for the**  
**Corridor Mobility Improvement Account (CMIA)**  
**May 19, 2010**

**Resolution CMIA-P-0910-01**

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on November 7, 2006, and
- 1.2 WHEREAS the Bond Act includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA), and
- 1.3 WHEREAS the funds in the CMIA are to be available to the California Transportation Commission (Commission), upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system, and
- 1.4 WHEREAS the Commission adopted the initial CMIA program of projects on February 28, 2007, and
- 1.5 WHEREAS the projects awarded for construction since the initial adoption of the CMIA program have accrued substantial award savings, and
- 1.6 WHEREAS the Commission adopted Supplement 2 to the CMIA and Route 99 Accountability Guidelines on December 9, 2009 to address these award savings, and
- 1.7 WHEREAS Supplement 2 to the Accountability Guidelines reflects the Commission's intent to program the award savings to eligible projects nominated but not programmed in the initial CMIA program and/or to enhancements to existing CMIA projects, and
- 1.8 WHEREAS Supplement 2 directed agencies to nominate such projects by February 1, 2010, and
- 1.9 WHEREAS Supplement 2 required the nominations to include a letter of support from the Department of Transportation, and

- 1.10 WHEREAS the Commission staff has reviewed the nominations and published their recommendations, and
- 1.11 WHEREAS the Commission has considered comments regarding the staff recommendations, and
- 2.1 NOW THEREFORE BE IT RESOLVED THAT the Commission hereby adopts the amended CMIA program of projects for CMIA funding as presented by Commission staff, and
- 2.2 BE IT FURTHER RESOLVED THAT, the Commission's approval of project funding is only for the cost of construction, and
- 2.3 BE IT FURTHER RESOLVED THAT the Commission finds that the inclusion of each of the projects in the amended program is based on a demonstration that the project meets all of the following criteria:
  - a. Is a high-priority project in the corridor as demonstrated by its nomination by regional agency and its recommendation by the Department of Transportation;
  - b. Can commence construction or implementation no later than December 31, 2012;
  - c. Improves mobility in a high-congestion corridor by improving travel times or reducing delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway segment;
  - d. Improves access to jobs, housing, markets, and commerce;
- 2.4 BE IT FURTHER RESOLVED THAT the Commission finds that the adopted amended program is (a) geographically balanced, consistent with the 40% north/60% south split of Streets and Highways Code Section 188, (b) provides mobility improvements in highly traveled or highly congested corridors in all regions of California, and (c) targets bond proceeds in a manner that provides the increment of funding necessary to provide the mobility benefit in the earliest possible timeframe, and
- 2.5 BE IT FURTHER RESOLVED THAT consistent with Resolution CMIA-G-0708-001, the Commission directs the implementing agency, within three months of the adoption of the amended program, to submit an executed project baseline agreement, which sets forth the project scope, benefits, delivery schedule, and the project budget and funding plan as a basis for project delivery monitoring, and
- 2.6 BE IT FURTHER RESOLVED THAT the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement, and

- 2.7 BE IT FURTHER RESOLVED THAT the Commission finds that any increases in cost estimates from CMIA amended program adoption to finalized cost estimates are the responsibility of the nominating agencies, and
- 2.8 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agencies and the Department of Transportation to meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193), and
- 2.9 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agencies and the Department of Transportation to adhere to the California Transportation Commission's CMIA Guidelines and Accountability Implementation Plan.