

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 22-23, 2011

Reference No.: 4.13
ACTION

From: BIMLA G. RHINEHART
Executive Director

Subject: **AMENDMENT TO THE CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM
RESOLUTION CMIA-P-1011-07**

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.

Based on the level of project cost savings accrued through March 2010, the Commission approved amendments to the CMIA Program at the May and June 2010 Commission Meetings, programming \$227.8 million in the North and \$79.6 million in the South.

As CMIA projects delivered since March 2010 have accrued additional cost savings, the Commission approved a 2011 CMIA Project Cost Savings Call for Projects. In order to be eligible for programming, nominations were required to meet the requirements of the CMIA Guidelines and receive support from the Department of Transportation.

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 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
June 2011
(Dollars in Millions)

Dist	County	Route	Project Description	CMIA Request	Total Constr. Cost	Constr. Start	Recommend Amount
Recommended for Programming							
04	CC	4	SR 4 Bypass Freeway Conversion Phase 1&2	\$33.0	\$33.0	Oct-11	\$25.0
03	PLA	65	Lincoln Bypass 2A	\$22.9	\$22.9	Mar-12	\$20.0
03	ED	50	US 50 HOV Phase 2A Segment 1	\$9.5	\$12.9	Mar-12	\$9.5
04	SON	101	MSN Petaluma River Bridge	\$65.7	\$65.7	Jun-12	\$45.0
04	SCL	101	Capitol Expressway Yerba Buena Interchange Improvements	\$31.1	\$31.1	Jun-12	\$24.0

Not Recommended for Programming							
06	KIN	198	19th Avenue Interchange	\$9.0	\$40.0	Mar-12	\$0.0
04	ALA	262	Mission Blvd. Warren Avenue Interchange	\$10.0	\$42.6	Mar-12	\$0.0
02	SHA	5	I-5 Extension Knighton to Smith Road	\$3.2	\$3.2	Apr-12	\$0.0
02	SHA	5	Deschutes Road Interchange	\$6.0	\$7.3	May-12	\$0.0
04	SCL	280/880	Interchange Improvements 280/880 & Stevens Creek Blvd Phase II	\$7.1	\$10.3	Jun-12	\$0.0
04	SM	101	Smart Corridor	\$10.5	\$10.5	Jun-12	\$0.0
03	SAC	Var	Sacramento Area Transportation Info Exchange	\$1.0	\$5.5	Jun-12	\$0.0
04	MRN	101	Marin Sonoma Narrows A2	\$3.8	\$3.8	Jun-12	\$0.0
03	PLA	65	Lincoln Bypass 2B	\$30.0	\$30.0	Jul-12	\$0.0
01	MEN	101	Willits Bypass Phase 1	\$164.2	\$168.5	Jul-12	\$0.0
03	PLA	28	Kings Beach Commercial Core	\$10.5	\$37.2	Aug-12	\$0.0
04	SOL	80	Red Top Road Phase 2	\$41.4	\$41.4	Sep-12	\$0.0
05	MON	101	San Juan Road Interchange	\$28.3	\$52.0	Sep-12	\$0.0
04	CC	680	Aux Lanes Sycamore to Crow Canyon Road	\$16.0	\$29.9	Sep-12	\$0.0
06	FRE	180	Kings Canyon Expressway - Academy to Trimmer Springs Road	\$12.0	\$30.0	Nov-12	\$0.0
10	STA	219	Claribel Road widening - Extension of SR 219	\$6.8	\$10.0	Nov-12	\$0.0

Total Recommended for Programming, Northern California	\$123.5
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Dist	Cnty	Rte	Project Description	CMIA Request	Total Constr. Cost	Constr. Start	Recommend Amount
Recommended for Programming							
08	SBD	15	La Mesa/Nisqualli Road Interchange	\$21.3	\$58.2	Nov-11	\$21.3
11	SD	805	I-805 HOV Lanes South - SR54 to SR94	\$37.9	\$53.1	Mar-12	\$37.9
11	SD	805	I-805 HOV Lanes South - Palomar to SR94	\$62.1	\$85.1	Apr-12	\$62.1
05	SLO	46	SLO 46-41/Whitley 2A	\$47.0	\$47.0	Aug-12	\$47.0

Not Recommended for Programming							
06	KER	Local	Westside Parkway Phase 6	\$34.0	\$38.0	Jul-11	\$0.0
11	SD	805	I-805 North Carroll Canyon to SR52	\$80.0	\$175.0	Mar-12	\$0.0
08	SBD	10	I-10 Tippecanoe Avenue Interchange	\$10.0	\$13.0	Mar-12	\$0.0
07	LA	5	I-5 North HOV	\$68.0	\$332.0	Aug-12	\$0.0
07	LA	10	Route 10 HOV/Puente Avenue to Citrus Street	\$42.0	\$139.0	Aug-12	\$0.0
06	TUL	99	SR99 Widening Middle Segment (Caldwell)	\$23.3	\$30.6	Sep-12	\$0.0
08	RIV	215	I-215 Widening/Scott Road to Nuevo Road	\$81.6	\$95.0	Oct-12	\$0.0
08	SBD	15	I-15 Ranchero Road Interchange	\$24.4	\$51.4	Nov-12	\$0.0
12	ORA	5	I-5/SR74 Interchange Reconstruction	\$20.0	\$45.4	Dec-12	\$0.0
05	SB	101	Linden & Casitas Pass Interchange	\$27.0	\$71.6	Dec-13	\$0.0

Total Recommended for Programming, Southern California	\$168.3
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Schedule 2
 CMIA Award Savings - North
 Thru May 2011
 (Dollars in Thousands)

Corridor Mobility Improvement Account - North (\$1,000's)									
CMIA Region	County	Route	Project Title	Constr Programmed	Constr Award	Award Savings	CMIA Savings Restricted	CMIA Savings Available	Notes
North State	Shasta	5	Cottonwood Hills Truck Climbing Lanes	20,802	11,560	9,242		9,242	Prior action
North State	Shasta	5	South Redding I-5 6-Lane	20,250	19,463	787		787	June action
			Subtotal, Savings Available, North State	41,052	31,023	10,029	-	10,029	
S.F. Bay Area	Alameda	580	EB HOV Lane, Segment 2	20,435	4,600	15,835		15,835	June action
S.F. Bay Area	Contra Costa	4	SR-4 E Widening between Somersville & SR-160 (#1)	12,800	8,528	4,272		4,272	Prior action
S.F. Bay Area	Santa Clara	101	US 101 Improvement (1-280 to Yerba Buena Road)	23,310	10,204	13,106		13,106	Prior action
S.F. Bay Area	Solano	80	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek	48,540	18,588	29,952		21,669	\$8,283 programmed in 2010
S.F. Bay Area	Sonoma	101	Central B - Sonoma Highway 101 HOV Lane Widening	19,800	13,312	6,488		6,488	June action
S.F. Bay Area	Sonoma	101	Rte 101 Mar-Son Narrows HOV Lane	31,433	25,423	6,010		6,010	June action
S.F. Bay Area	San Mateo	101	US 101 Auxiliary Lanes From University to Marsh	47,939	24,377	23,562		23,562	Prior action
S.F. Bay Area	Marin	101	Marin Sonoma Narrows	82,400	80,117	2,283		2,283	Prior actions plus June action
			Subtotal, Savings Available, San Francisco Bay Area	286,657	185,149	101,508	-	93,225	
San Joaquin Valley	San Jose	205	I-205 Auxiliary Lanes	22,100	6,170	15,930		15,930	Prior action
			Subtotal, Savings Available, San Joaquin Valley (North)	22,100	6,170	15,930	-	15,930	
Sacramento Valley	Nevada	49	La Barr Meadows Widening	16,098	5,755	10,343		10,343	Prior action
			Subtotal, Savings Available, Sacramento Valley	16,098	5,755	10,343	-	10,343	
			Total Revised Savings Available, North					129,527	
			Unprogrammed Balance					(1,584)	
			Total Revised Available for Programming, North					127,943	

Schedule 2
 CMIA Award Savings-South
 Thru May 2011
 (Dollars in Thousands)

Corridor Mobility Improvement Account - South (\$1,000's)									
CMIA Region	County	Route	Project Title	Constr Programmed	Constr Award	Award Savings	CMIA Savings Restricted	CMIA Savings Available	Notes
Central Coast	San Luis Obispo	46	Route 46 Corridor Improvements (Whitley 1)	67,742	49,778	17,964		17,964	Prior action
			Subtotal, Savings Available, Central Coast (South)	67,742	49,778	17,964	-	17,964	
San Joaquin Valley	Kern	46	Route 46 Expressway	45,000	32,751	12,249		12,249	Savings at vote plus June action.
			Subtotal, Savings Available, San Joaquin Valley (South)	45,000	32,751	12,249	-	12,249	
Southern California	Orange	22	I-405/I-605 HOV Connector	161,360	110,430	50,930		50,930	Prior action
Southern California	Orange	57	Northbound Widening, Route 91 to Yorba Linda Bl	105,099	63,815	41,284		41,284	Prior action
Southern California	Orange	91	Widen Route 91 - Route 55 to Weir Canyon Road	22,000	17,937	4,063		4,063	June action
			Subtotal, Savings Available, Orange County	288,459	192,182	96,277	-	96,277	
Southern California	Riverside	215	Add one mixed flow lane in each direction.	38,570	10,297	28,273		28,273	Prior action
			Subtotal, Savings Available, Riverside County	38,570	10,297	28,273	-	28,273	
Southern California	San Bernardino	10	Widen exit ramps & add auxiliary lanes @ Cherry, C...	19,233	8,880	10,353		10,353	Prior action
Southern California	San Bernardino	10	Westbound Mixed Flow Lanes	26,500	14,074	12,426		12,426	June action
			Subtotal, Savings Available, San Bernardino County	45,733	22,954	22,779	-	22,779	
			Total Revised Savings Available, South					177,542	
			Unprogrammed Balance					1,783	
			Total Revised Available for Programming, South					179,325	

**California Transportation Commission
Adoption of the Amended Program of Projects for the
Corridor Mobility Improvement Account (CMIA)
June 23, 2011**

Resolution CMIA-P-1011-07

- 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 the Commission issued a 2011 CMIA Call for Projects in March 2011, and
- 1.9 WHEREAS the Commission staff has reviewed the nominations and published their recommendations, and

- 1.10 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.