PASSED BY
CTC
MAR 15 2007
CALIFORNIA
TRANSPORTATION COMMISSION

California Transportation Commission
Adoption of the Program of Projects for the
Corridor Mobility Improvement Account (CMIA)
March 15, 2007

Resolution CMIA-P-0607-02
Amending Resolution CMIA-P-0607-01

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 (CTC), 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 Bond Act mandated that the Commission adopt guidelines for the CMIA program by December 1, 2006, and the Commission adopted the guidelines on November 8, 2006, and

1.5 WHEREAS the Bond Act mandated that the Department of Transportation (Caltrans) and the regional agencies responsible for developing a regional transportation improvement program prepare and submit project nominations for funding from the CMIA and that those nominations be accompanied by documentation regarding the quantitative and qualitative measures validating each project's consistency with the program's policy objectives, and

1.6 WHEREAS the Commission received 149 project nominations for over $11.3 billion in project costs by the deadline of January 16, 2007, and

1.7 WHEREAS the Bond Act mandated that the Commission adopt its initial program for CMIA funding no later than March 1, 2007, and

1.8 WHEREAS the Commission held a public hearing on February 20, 2006, to hear the Commission staff's initial program recommendations and to receive public comment, and

1.9 WHEREAS the Commission directed staff on February 20, 2006, to review the nominations further and to develop a recommendation that would program the full program at one time rather than to adopt an initial program with an update in 2008, and

1.10 WHEREAS the staff distributed its updated recommendation on February 26, 2006, by posting on the Commission's website and otherwise, and

1.11 WHEREAS the Commission has received further comment and testimony at and preceding its special meeting of February 28, 2007, and

1.12 WHEREAS the Bond Act requires that the Commission make certain findings in adopting its CMIA program, and

1.13 WHEREAS the Commission gave priority to projects where there is a corridor system management plan in place to preserve corridor mobility or where there is a documented regional and local commitment to the development and effective implementation of a corridor system management plan, and

1.14 WHEREAS the Commission expects the installation of traffic detection equipment and the implementation of other elements of a congestion management plan as a part of the project approval for CMIA funding, and

2.1 NOW THEREFORE BE IT RESOLVED THAT the Commission hereby adopts the program of projects for CMIA funding as presented by Commission staff, with the following changes:

- Delete the proposed reserve for traffic management system projects.
- Mendocino. Delete funding for the Route 101 Willits Bypass.
- Napa/Solano. Reduce funding for the Route 12 Jameson Canyon widening from $95.1 million to $73.990 million.
- Marin. Add $82.4 million (including $2.4 million for preconstruction costs) for Route 101 HOV lanes in Novato, Route 37 to Atherton Avenue.
- Marin. Add $20 million (including $4.7 million for preconstruction costs) for the westbound Route 580 to northbound Route 101 auxiliary lane.
- Alameda. Add $101.7 million for westbound Route 580 HOV lane, Greenville to Foothill.
- Sacramento. Add $22 million (including $2.9 million for preconstruction costs) for widening White Rock Road to 4 lanes, Grant Line Road to Prairie City Road.
- Calaveras. Add $4.438 million for the Route 4 Angels Camp Bypass.
- San Joaquin. Add $25 million for Route 205 auxiliary lanes in Tracy.
- Imperial. Delete funding for the Brawley Bypass, Stage 3.
- San Luis Obispo. Delete funding for the Route 101 Santa Maria Bridge widening.
- Riverside. Increase funding for the Route 91 HOV lanes, Adams Street to the Route 60/91/215 interchange, from $134.221 million to $157.198 million.
- Orange. Add $22 million to add lanes on Route 91, Route 55 to Gypsum.
- Los Angeles. Add $73 million for Route 5 HOV lanes, Route 134 to Route 170.
- San Diego. Delete funding for the Route 5 North Coast Corridor, Stage 1A, Unit 1, and add $82 million (including $2 million for preconstruction costs) for the Route 805 North Coast Corridor, Stage 1A, Unit 2.

and

2.2 BE IT FURTHER RESOLVED THAT, except as noted otherwise in the prior paragraph, the Commission's approval of project funding is only for the cost of construction

(including construction support), and that the Commission finds that preconstruction costs can and should be made available from the state transportation improvement program and other sources as further specified in the staff recommendations; and

2.3 BE IT FURTHER RESOLVED THAT the Commission finds that the inclusion of each of the projects in the 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 the Department and the regional agency or, where needed to fully fund the project, the identification and commitment of supplemental funding to the project from other state, local, or federal funds;

(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;

and

2.4 BE IT FURTHER RESOLVED THAT the Commission finds that the adopted 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 the Commission intends to work with the Department to identify additional sources of funding for CMIA nominated projects, including the Department's commitments from the State Highway Operation and Protection Program of $405 million for Route 101 Doyle Drive in San Francisco, $70.46 million for the Route 10/605 interchange in the San Gabriel Valley, and $19.445 million for Route 805 auxiliary lanes in San Diego; that the Commission recommends that the Department and the San Francisco Transportation Authority consider public-private partnership opportunities to enhance funding for Route 101 Doyle Drive; and that the Commission intends to work with the Department and stakeholders on identifying appropriate resources to augment the Brawley Bypass and projects in the I-5, I-10, I-80, and I-580 corridors; and

2.6 BE IT FURTHER RESOLVED THAT the Commission finds that enhanced project delivery and accountability measures are vital to the success of the CMIA; and

2.7 BE IT FURTHER RESOLVED THAT the Commission intends to create a project delivery council consisting of CTC staff, Caltrans, and regional transportation agency representatives; this council would be an advisory body to the Commission and would review projects on a quarterly basis to monitor progress against milestones and would review project cost estimates as part of the Commission's requirement to report program costs semiannually; and

2.8 BE IT FURTHER RESOLVED THAT the Commission will announce the makeup of the council by the Commission's April 2007 meeting; and

2.9 BE IT FURTHER RESOLVED THAT the Commission requires nominating agencies, no later than the Commission's April 2007 meeting, to provide final cost and schedule estimates, measurable performance benefits, and a schedule for the adoption and implementation of the corridor management plans to be signed by the Caltrans Director, regional agency executive directors, and the CTC Executive Director; and

2.10 BE IT FURTHER RESOLVED THAT these cost and schedule estimates will establish the baseline for project monitoring by CTC staff and the project delivery council; and

2.11 BE IT FURTHER RESOLVED THAT the Commission finds that any increases in cost estimates from CMIA program adoption to finalized cost estimates are the responsibility of the nominating agencies, including Caltrans; and

2.12 BE IT FURTHER RESOLVED THAT the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time as described in corridor system management plans, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate; and

2.13 BE IT FURTHER RESOLVED THAT the nominating agencies shall report the status of development and implementation of the corridor system management plans, including the installation of detection equipment and other supporting elements, to the project delivery council on a semiannual basis; and

2.14 BE IT FURTHER RESOLVED THAT the Commission intends for the project delivery council to have purview to advise the Commission on corrective strategies and actions that implementing agencies can take on projects that have missed milestones increased in cost; and

2.15 BE IT FURTHER RESOLVED THAT the Commission will create a watch list for projects that are unable to maintain its delivery and cost commitments; and

2.16 BE IT FURTHER RESOLVED THAT the Commission finds that it has the discretion to determine whether a project on such a list would remain in the CMIA program.