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.

CALIFORNIA TRANSPORTATION COMMISSION
Corridor Mobility Improvement Account Program Guidelines
Adopted November 8, 2006

The Corridor Mobility Improvement Account (CMIA) presents a unique opportunity for the state's transportation community to provide demonstrable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians. The California Transportation Commission (CTC) will work in partnership and collaboration with Caltrans and regional agencies to identify, program, and deliver priority projects in key corridors that yield the mobility and connectivity benefits Californians expect, consistent with the following CMIA guidelines. In taking advantage of this opportunity, it is vital that the transportation community maintain the trust and confidence of those who have provided the wherewithal to implement this program. The transportation community can fulfill the promise of the CMIA program through strategic investments statewide, consistent with regional and state priorities, combined with a renewed focus on achieving and maintaining needed corridor mobility and continuity benefits, and through efficient and timely project delivery. The Commission recognizes that this program will require flexibility to implement, that no one strategy or approach will work equally well throughout the state, and that success can only be achieved when the Commission, Caltrans and regional agencies share equally in the commitment to implement these high priority corridor investments.

General Program Policy

1. Authority and purpose of CMIA guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from $4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation 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.

   The Bond Act mandates that the Commission develop and adopt guidelines for the CMIA program, including regional programming targets, by December 1, 2006. It further mandates that the Commission allocate funds from the CMIA to projects after reviewing project nominations submitted by the Department of Transportation (Caltrans) and the same regional agencies that prepare regional transportation improvement programs (RTIPs) nominating projects for the state transportation improvement program (STIP).

   The purpose of these guidelines is to identify the Commission's policy and expectations for the CMIA program and thus to provide guidance to Caltrans, regional agencies, and other project proponents and implementing agencies in carrying out their responsibilities under the program. The program is subject to the provisions of the Bond Act, in particular subdivision (a) of Section 8879.23 of the Government Code, and these guidelines are not intended to preclude any project

nomination or any project selection that is consistent with the Bond Act. The Commission cannot anticipate all circumstances that may arise in the course of program implementation, and the Commission may find it appropriate to make exceptions to any provision in these guidelines or to revise or adapt its policies as issues arise in program implementation.

2. CMIA Program Intent. In selecting projects for funding under the CMIA program, the Commission intends to balance the following three general mandates provided in the Bond Act:

   a. Mobility improvement and other project benefits. The basic CMIA policy objective is to improve performance on highly congested travel corridors. Improvements may be on the state highway system or on major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congestion travel corridors. To include a project in the CMIA program, the Commission must find that it "improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment."

   b. Geographic balance between regions. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program is geographically balanced, consistent with the north/south split that applies to the STIP (40% north, 60% south), and to find that it "provides mobility improvements in highly traveled or highly congested corridors in all regions of California."

   c. Early delivery. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program targets funding "to provide the mobility benefit in the earliest possible timeframe." It also mandates that the inclusion of a project in the CMIA program be based on a demonstration that the project can commence construction or implementation no later than December 31, 2012.

3. Urban and Interregional Corridors. In selecting projects for funding under the CMIA program, the Commission intends also to balance improvements to mobility in highly congested urban corridors and improvements to mobility and connectivity in interregional state highway corridors. The Commission expects to evaluate urban corridor and interregional corridor improvements separately. The Commission expects that CMIA program improvements outside urbanized areas will be focused primarily, but not exclusively, on the focus routes identified by Caltrans in its Interregional Transportation Strategic Plan (ITSP), as presented to the Commission in 1998. **However, this statement of intent does not exclude the**

nomination and consideration of any project eligible for funding under the program.

4. Evaluation of Project Benefits. The Commission intends to give priority to those projects that provide the greatest benefit in relationship to project cost, as demonstrated by a project nomination and supporting documents. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) developed and in use by Caltrans. This model includes measures of annual travel time savings and annual safety benefits (reduced injury and fatality rates) in the corridor. The model, however, is but one measure of benefits, and the Commission will also consider other assessments of time savings, safety benefits, quantifiable air quality benefits, and other benefits identified in the project nominations. The Commission's evaluation of project cost effectiveness will be based on the full cost of construction and right-of-way, including engineering costs, without regard for the sources of funding that may be used to meet those costs.

5. Local Funding Contribution. The Commission intends also to consider the contribution of local funding in the selection of projects for CMIA funding. The Commission's expectation of local funding may increase with the size of the project, the share of local traffic in the corridor, and the ability of the regional agency or a local implementing agency to contribute funding to the project.

6. Project eligibility. Under the Bond Act, a CMIA project must be on the state highway system or on a major access route to the state highway system on the local road system. The Commission must also find that:

   - The project either (1) reduces travel time or delay, (2) improves connectivity of the state highway system between rural, suburban, and urban areas, or (3) improves the operation or safety of a highway or road segment.
   - The project improves access to jobs, housing, markets, and commerce.
   - The project can commence construction no later than December 31, 2012.

   Under the Bond Act, the Commission may not program a project unless it is nominated by either or both Caltrans and a regional agency. Projects will be programmed according to the same project components used for the STIP—(1) environmental and permits, (2) plans, specifications, and estimates, (3) right-of-way, and (4) construction.

   The Commission's general expectation is that each CMIA project will have a full funding commitment through construction, either from the CMIA alone or from a combination of CMIA and other state, local, or federal funds.

   The Commission expects the CMIA program to include, though not necessarily be limited to:

   - Traffic system management elements, including traffic detection equipment.

- Ramp metering and other operational improvements.
- New traffic lanes to add capacity.
- New or improved alignments for access control, including the conversion of conventional highways to expressway or expressways to freeways.

The Commission expects the inclusion of an interchange project in the CMIA program to be based on the contribution of the interchange to the improvement of traffic flow in a highly congested urban corridor or to the provision of new access control in an interregional corridor.

7. Corridor system management plan. The Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time and to describe how they intend to do so in project nominations. For urban corridor capacity improvements, the Commission intends to give 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, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate. Development of a corridor system management plan may occur simultaneously with project implementation, as described in the project nomination.

   The capital cost of traffic detection equipment and other elements of a congestion management plan may be included in the cost of an improvement project to be funded from the CMIA. Where they are included in the project nomination, the Commission may require the installation of traffic detection equipment and the implementation of other elements of a congestion management plan as a part of the project approved for CMIA funding.

8. Other funding sources. The Commission recognizes the important funding role that regional agencies play in implementing projects on the state system. The Commission may find it appropriate to develop full funding commitments to CMIA projects that take into consideration additional investments already made, or to be made, by agencies to enhance corridor mobility and connectivity.

   However, as a matter of general policy, the Commission does not intend to program CMIA funding to replace funding already programmed in the STIP, including funding from other sources identified in the STIP as providing the full funding commitment for a STIP project component. The Commission may make an exception if it finds that replacing funds already programmed would further the objectives of the CMIA program.

   The Commission does not intend generally to program CMIA funding to cover cost increases for project components already programmed in the STIP. The Commission's general expectation is that STIP project cost increases will be

covered from the STIP, including other sources already identified as providing the full funding commitment for the STIP project. However, the Commission may make an exception if it finds that there is no reasonable funding alternative and that covering the cost increase with CMIA funding would further the objectives of the CMIA program.

In selecting projects for CMIA funding, the Commission may also consider the availability and appropriateness of funding for the project from other Bond Act programs.

Project Nomination and Selection Process

9. Initial Program. The Commission will adopt an initial CMIA program of projects by March 1, 2007. The initial CMIA program will include only projects that are nominated by Caltrans or by a regional agency no later than January 16, 2007. Between March 1, 2007 and the adoption of the first program update (in conjunction with the 2008 STIP), the Commission may amend the initial CMIA program, but will do so only for projects that were nominated for the initial program by January 16, 2007. The consideration of programming for projects not nominated for the initial program will await the first full program update in 2008.

10. Program Updates. The Commission intends to program CMIA funds as soon as possible, consistent with the objectives and statutory mandates of the program. If a portion of the $4.5 billion authorized for the program remains unprogrammed, the Commission will adopt an update to the CMIA program biennially in conjunction with the development and adoption of the biennial STIP. Each program update will be adopted no later than the date of adoption for the STIP and will include only projects that are nominated by Caltrans or by a regional agency no later than the date on which regional transportation improvement programs nominating projects for the STIP are due.

11. Project nominations. Project nominations and their supporting documentation will form the primary basis for the Commission's CMIA program project selection. Under the Bond Act, all projects nominated to the Commission for CMIA funds shall be included in a regional transportation plan. Each project nomination should include:

    - A cover letter with signature authorizing and approving the nomination.
    - A project fact sheet (see Appendix A) that describes the project scope, cost, funding plan, project delivery milestones, and major benefits.
    - A brief narrative (1-3 pages) that provides:
        - A description of the travel corridor and its function, and how the project would improve mobility, reliability, safety, and connectivity within the corridor.

- A description of project benefits, including how the project would improve travel times or reduce the number of daily vehicle hours of delay, improve the connectivity of the state highway system between areas, or improve the safety of a highway or roadway segment. The description should also include air quality benefits and other benefits. To the extent possible, the narrative should quantify project benefits and cite documentation, including environmental documents, in support of any estimates of project benefits.
- A description of how the project would improve access to jobs, housing, markets, and commerce.
- A description of the risks inherent in the nomination's estimates of project cost, schedule, and benefit.
- A description of the corridor management approach to preserving project mobility gains, which may include the corridor system management plan or the commitment of regional and local agencies to develop and implement a plan.

- A project benefit/cost analysis input sheet (see Appendix B).
- Documentation of the basis for the costs, benefits and schedules cited in the project nomination. As appropriate and available, the documentation should include the project study report, the environmental document, the corridor system management plan or documentation of the commitment to the development and implementation of a plan, the regional transportation plan, and any other studies and analyses that provide documentation regarding the quantitative and qualitative measures validating the project's consistency with CMIA program objectives.

If the nomination includes CMIA funding to replace other funding for a STIP project component or funding to cover a STIP project cost increase, the narrative should also include a description of how the proposed CMIA funding would further the objectives of the CMIA program.

An agency may nominate a project by submitting an endorsement of a nomination submitted by another agency without submitting a duplicate nomination package and documentation.

An agency that submits or endorses project nominations for more than one project should also identify its project funding priorities and the basis for those priorities.

12. Project Cost Estimates. All cost estimates cited in the project fact sheet and in the benefit/cost analysis input sheet will be escalated to the year of proposed delivery. For projects on the state highway system, only cost estimates approved by the Director of Transportation or by a person authorized by the Director to approve cost estimates for programming will be used. For other projects, only cost

estimates approved by the Chief Executive Officer or other authorized officer of the responsible local implementing agency will be used.

13. Submittal of Project Nominations. For the initial program, the Commission will consider only projects for which a nomination and supporting documentation are **received in the Commission office by 5:00 p.m., January 16, 2007, in hard copy**. A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. Where the project is to be implemented by an agency other than Caltrans or the regional agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency. The Commission requests that each project nomination include five copies of the cover letter, the project fact sheet, the narrative description, and the benefit/cost analysis input sheet, together with two copies of all supporting documentation.

    All nomination materials should be addressed or delivered to:

    John Barna, Executive Director
    California Transportation Commission
    Mail Station 52, Room 2222
    1120 N Street
    Sacramento, CA 95814

14. Cost and Delivery Commitments and Expectations. Because estimated project costs and delivery dates are important elements of project evaluation and selection for the CMIA program, the Commission will actively monitor project development and will reevaluate projects as costs and delivery dates may change.

    The standards for project programming and project readiness for allocation will be the same as for the STIP. Project components will be programmed for a particular dollar amount in a particular fiscal year, corresponding to the fiscal year when construction (or other component implementation) is to begin.

    If the estimated cost for a project increases or if a project fails to meet a project delivery milestone, the Commission will expect Caltrans or the regional agency to report on its plan to bring the project within cost and schedule or to revise the project's funding plan and schedule. The Commission may amend the project's CMIA programming accordingly. If the Commission finds that, as a result of cost increases or schedule delays, the project is either no longer fundable or no longer competitive in terms of cost effectiveness, the Commission may delete the project from the CMIA program. The Commission's intent, however, is to work with Caltrans and regional and local implementing agencies to see that projects proceed to construction.

An implementing agency may identify a project cost increase or delay at any time and request an amendment of the project's programming. With each biennial program update, every project in the program will be reevaluated for cost and delivery schedule.

15. Quarterly CMIA Delivery Report. Commission staff, in cooperation with the Caltrans, regional agencies and local implementing agencies, will report to the Commission each quarter on the status of each project in the CMIA program. The report will identify progress against delivery milestones and any changes in project costs or schedules that may require amendment of the CMIA program.

Regional Programming Targets

16. Intent for Targets. The Bond Act calls for the Commission's guidelines to include "regional programming targets," though it does not specify how the targets are to be used or how they are to be determined. The Commission's intent is that target amounts be provided only as general guidance to Caltrans and regional agencies for carrying out their responsibilities in making project nominations. **The targets do not constitute an allocation, a guarantee, a minimum, or a limit on programming in any particular county or region of the state.**

    For this purpose and in consultation with regional agencies, the Commission has defined the following broad regions of the state for use in establishing regional programming targets:

    - San Diego County;
    - Southern California, to include the six counties of the Southern California Association of Governments (SCAG);
    - Eastern Sierra, to include Inyo and Mono counties;
    - Central Coast, to include the five counties of Caltrans District 5;
    - San Joaquin Valley, include the thirteen counties of Caltrans Districts 6 and 10;
    - San Francisco Bay Area, to include the nine counties of the Metropolitan Transportation Commission (MTC);
    - Sacramento Valley, to include the ten counties of Caltrans District 3, excluding Glenn County; and
    - North State, to include the remaining twelve counties, including Glenn County and Caltrans Districts 1 and 2.

    Each regional agency is permitted to make its own project nominations and to identify its own priorities for the Commission. However, the Commission welcomes and encourages the development of joint priorities and proposals from the nominating agencies located within each of these broader regions or between regions. The Commission encourages the two regions that include counties in both the north and south (San Joaquin Valley and Central Coast) to develop their priorities and proposals without regard to the north/south split.

17. Regional Programming Targets. The Commission is providing regional programming targets for the CMIA program, intended as general guidance only. **The targets are neither minimums nor maximums. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular area of the state. The only geographic constraints on the Commission's programming are that, over the life of the CMIA program, the program must be consistent with the north/south split and it must provide mobility improvements in each of the target regions.**

CMIA Regional Programming Targets
(Range, in $ millions)

	Low	High
Urban Corridors		
Sacramento Valley	$ 82	$ 197
San Francisco Bay Area (MTC)	342	821
San Joaquin Valley	93	222
Southern California (SCAG)	901	2,162
San Diego	157	377
Subtotal, urban	$1,575	$3,780
Interregional Corridors		
North State	$ 202	$ 486
Sacramento Valley	46	110
San Francisco Bay Area (MTC)	24	58
Central Coast	54	130
San Joaquin Valley	241	578
Eastern Sierra	15	36
Southern California (SCAG)	88	211
San Diego	5	11
Subtotal, interregional	$ 675	$1,620
Total	$2,250	$5,400

The factors used to determine targets were population for urbanized areas over 200,000 and deficient mileage identified by Caltrans for state highway focus routes. **The use of these factors, however, does not prescribe or limit where projects may be proposed by any agency or where they may be selected by the Commission.**

Allocations and Amendments

18. Allocations from the CMIA. The Commission will consider the allocation of funds from the CMIA for a project or project component when it receives an allocation request and recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination of the availability of appropriated CMIA funds. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included

in the adopted CMIA program, and the project has the required environmental clearance.

19. CMIA Program Amendments. Caltrans and regional agencies may request CMIA program amendments and the Commission will approve amendments in the same manner as for STIP amendments, except that:

- CMIA program amendments will not add new projects that were not included in the nominations for the initial program or the current biennial update.
- CMIA program amendments may amend projects at any time, including projects programmed for the current fiscal year.
- CMIA program amendments need only appear on the agenda published 10 days in advance of the Commission meeting. They do not require the 30-day notice that applies to STIP amendments. However, the Commission will not act on program amendments with less than a 30-day notice without agreement from all project funding partners.
- The Commission may initiate a CMIA program amendment to delete a project, or to revise its scope, cost, or schedule, after a review of the progress of project delivery.

Where the Commission finds that a project nomination is insufficiently developed or documented to support inclusion in the program, it may invite the nominating agency to resubmit the nomination for later amendment into the program.

APPENDIX A

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency:			**Fact Sheet Date:**
Contact Person			
Phone Number		Fax Number	
Email Address			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate:	Congressional:
	Assembly:	
Implementing Agency (by component)	PA&ED:	PS&E:
	R/W:	CON:
Project Title		

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Description of Major Project Benefits

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		
Notice of Preparation	Document Type:	
Begin Circulation of Draft Environmental Document		
Final Approval of Environmental Document		
Completion of plans, specifications, and estimates		
Right-of-way certfication		
Ready for advertisement		
Construction contract award		
Construction contract acceptance		

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date:	0-Jan-00
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *	
0	0	0	0	0	
Project Title:	0				

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 0-Jan-00
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
0	0	0	0	0
Project Title:	0			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

APPENDIX B

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM
BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET

Region/District: _____ County: _____ Route: _____ EA: _____

Describe Project: _____ Post mile: _____ PPNO: _____

PROJECT DATA

Type of Project	Enter "X"
Hwy Capacity Expansion	
Operational Improvement	
Transp MGMT System (TMS)	
Other (describe:)	

Project Location (1 = So. Cal., 2 = No. Cal., or 3 = rural)		
Length of Construction Period		years
Duration of Peak Period (AM+PM)		hours

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)
Fatal Accidents	
Injury Accidents	
Property Damage Only (PDO) Accidents	

Statewide Average for Highway Classification

	w/o Project	w/ Project
Accident Rate (per mil. veh-miles)		
% Fatal Accidents		
% Injury Accidents		

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design

	w/o Project	w/ Project	HOV Restriction
Number of General Traffic Lanes			
Number of HOV Lanes			
Highway Free-Flow Speed (in mph)			(2 or 3)
Project Length (in miles)			

Average Daily Traffic	w/o Project	w/ Project
Current		
Forecast (20 years after construction)		
Average Hourly HOV Traffic (if HOV lanes)		
Percent Trucks (include RVs, if applicable)		
Truck Speed (if passing lane project)		

TOTAL PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
2007-08	$
2008-09	$
2009-10	$
2010-11	$
2011-12	$
2012-13	$

COMMENTS: _____

Prepared by: _____ Phone No: _____ E-Mail: _____

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