REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Proposition 1A and 1B Workshop & Adopt Preliminary List of Corridor Mobility Improvement Account (CMIA) Projects		10/24/06	7

RECOMMENDATION
It is recommended that the Agency:

1) Receive a presentation from the RTPA Executive Officer and the Caltrans District 2 Director regarding Proposition 1A and 1B; and

2) Adopt the preliminary list of Corridor Mobility Improvement Account (CMIA) Projects.

SUMMARY
State Propositions 1A and 1B will appear on the November 7 ballot. If passed, Proposition 1A will severely limit the ability of the State to borrow revenue generated by the sales tax on gasoline to balance the State budget. Proposition 1B would provide $19.925 billion in State general obligation bonds for transportation improvements throughout the State, including our region. One key program within Proposition 1B is the $4.5 billion Corridor Mobility Improvement Account (CMIA). It is recommended that the Agency receive a presentation on Propositions 1A and 1B, and adopt a preliminary list of projects for the CMIA program. The Agency must nominate a final list at the December 12 meeting.

DISCUSSION
Propositions 1A and 1B will have far-reaching effects on transportation in Shasta County.

Proposition 1A closes a "loophole" that has allowed the State to divert the sales tax on gasoline for non-transportation purposes. Under Proposition 1A, the State may still borrow from this revenue source, but only in extreme emergencies and no more than three times over any 10-year period. Any funds borrowed must be fully repaid, with interest, within three years. Furthermore, Proposition 1A would require repayment of $2.5 billion in gas tax revenues that the State previously diverted. The State sales tax on gas has become an important source of funds for several programs (STIP, SHOPP and Transit) since it is the only transportation-funding source that goes up with inflation, and since Federal funding is on the decline. At the time of this writing, Proposition 1A polling shows sustained and strong support (67% for and 21% against).

Proposition 1B would authorize $19.925 billion in State general obligation bonds spread among twelve transportation programs. Some programs will distribute funds by formula providing set amounts to our three cities, the County, RABA and the RTPA. Other programs will essentially be competitive, Statewide grants. Each of the twelve programs are summarized on the attached table. The potential benefit of each program to our region is shown in the attached SCRTPA Fact Sheet. At the time of this writing, Proposition 1B is slipping slightly in the polls but still holding a slim margin of approval (52% for and 36% against).

The largest program within Proposition 1B is the $4.5 billion Corridor Mobility Improvement Account (CMIA). This is a grant program for projects on the State highway system that offer congestion-relief, safety or connectivity benefits. Projects must start construction by 2012. Draft CMIA Guidelines proposed by the California Transportation Commission are attached. For purposes of geographic equity, the Guidelines divide the State into "super regions" as shown on the attached map. The RTPAs and Caltrans need to nominate projects by January 15, 2007. Ideally, our project nominations will be consistent with Caltrans' and we are working to that end. The task of determining projects is made easier in our region since we have several major State Transportation Improvement Program (STIP) projects that are construction-ready but under-funded. Various improvements to I-5 may also compete well and we are currently reviewing possible projects with Caltrans. The tentative CMIA list is shown in Table 1 below. More detailed fact sheets for projects on the list are attached.

Table 1: Tentative List of CMIA Eligible Projects

Name	**Total Cost**	**Unfunded Need**
1. Dana to Downtown (SR 44)	$75 Million	$23 Million
2. Stillwater (SR 44)	$59 Million	$54 Million
3. I-5 Widening: Bonnyview to SR 44	$32 Million	$32 Million
4. I-5 Cottonwood Hills	$23 Million	$23 Million
5. I-5 Transportation Management System	$6 Million	$6 Million
6. Central Interchange (I-5/SR 44/Hilltop)	$47 Million	$30 Million
7. Buckhorn Grade (SR 299)	$250 Million	$240 Million
Totals	**$492 Million**	**$408 Million**

This list is intended to show potential projects. The unfunded need greatly exceeds what we can reasonably expect to receive from the CMIA program. The Agency must nominate a final, prioritized list at the December 12 meeting. It may be necessary to eliminate one or more projects in the final list. If Proposition 1B fails, no action will be needed.

It is recommended that the Agency receive a presentation on the propositions, and adopt the preliminary list of projects for the CMIA program.

<u>OTHER AGENCY INVOLVEMENT</u>
Staff has participated on the CMIA guidelines workgroup consisting of other regions, Caltrans, and CTC staff. SCRTPA has also arranged an October 20th meeting of RTPAs and Caltrans Districts in the North State Region (see attached map) to discuss potential CMIA projects and attempt to gain a consensus on CMIA project nominations in the North State.

The Technical Advisory Committee (TAC) has reviewed this item and supports the recommended tentative list of projects.

FINANCING

If Proposition 1B is approved by voters, our region will receive $34 million in formula funds and will compete for other funds needed to complete much-needed projects that have stalled in the last five years due to a lack of State funds. Proposition 1A, perhaps more important in the long term, would result in about $3 million in annual revenue to the region and result in much-needed financial stability for the STIP, SHOPP, RABA funding and local street and road maintenance.

Daniel S. Little, AICP, Executive Officer

DSL/jac

Attachments:

"Understanding State Transportation Bonds"
SCRTPA Proposition 1A and 1B Fact Sheet
Shasta CMIA Project Fact Sheets
Draft CMIA Guidelines
Draft CMIA Region Map
Meeting Agenda: State Bonds and Regional Needs in the North State

Understanding state transportation bonds

by Tony Boren

California voters will be given the opportunity to vote in November on legislation that would provide $37 billion in funding for California's long neglected infrastructure needs.

Proposition 1A: Protection of Local Government Revenues

In 2002, California voters passed Proposition 42 dedicating gas/diesel fuel sales tax to transportation uses (highways, streets and roads and transit improvements). However, the Proposition allowed the legislature to redirect revenues to the General Fund, if needed. The Legislature did this in 2003-04 and 2004-05, loaning over $2 billion to the General Fund for non-transportation use. Proposition 1A proposes a "fix" to Proposition 42, by permanently dedicating the sales tax on gasoline to transportation purposes. The Legislature is still allowed to borrow the Prop 42 funds, but only by meeting the following criteria:

- The governor must declare the state faces a severe fiscal hardship
- The Legislature must authorize the borrowing by a 2/3rds vote and pass a bill specifying loan repayment, with interest, within three years
- The state can borrow the funds no more than twice in ten years, and must repay a prior loan before borrowing
- Any Prop 42 transportation funds borrowed by the state but not repaid as of July 1, 2007, must be repaid within ten years

Proposition 1B: $19.9 billion - Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006

This bond proposes $19.9 billion for the following programs:

Corridor Mobility Improvement Account
$4.5 billion to relieve congestion by expanding capacity, enhancing operations, and improving travel times in high-congestion corridors.

State Route 99 Corridor Improvements
$1.0 billion for improvements to 400 miles of State Route 99 through the Central Valley.

Ports Infrastructure, Security & Air
$3.1 billion for infrastructure improvements to seaports, land ports of entry and airports, to relieve traffic congestion along major trade corridors, and to improve freight rail facilities to enhance the movement of goods from port to marketplace. Includes improvements to anti-terrorism security at ports.

School Bus Retrofit for Air Quality
$200 million statewide for school bus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.

State Transportation Improvement Program Augmentation
$2.0 billion to augment funds for the State Transportation Improvement Program (STIP)

Public Transportation Modernization Improvement, and Service Enhancement
$4.0 billion for capital improvements, fleet expansion to enhance public transit, intercity and commuter rail, and waterborne transit.

Transit System Safety, Security & Disaster Response Account
$1.0 billion for transit safety, security, and disaster response for projects providing increased protection against a security/safety threat and increase the capacity of transit operations to move people, goods and emergency personnel, and equipment in the preparation for and the aftermath of a disaster.

State-Local Partnership Program
$1.0 billion in matching finds for counties that have raised local money for transportation projects (self-help counties).

Local Bridge Seismic Safety Retrofit
$125 million to provide matching finds to complete the seismic safety work needed.

Highway-Railroad Crossing Safety Account **$250 million** for railroad crossings and the construction of bridges over rail lines.

SHOPP
$750 million for highway safety, rehabilitation, pavement preservation projects, traffic light synchronization projects or other technology-based improvements to improve safety and capacity on local streets and roads.

Local Street and Roads, Congestion Relief, and Traffic Safety Account of 2006
$2.0 billion for improvements to local transportation facilities that rehabilitate streets and roads, reduce congestion, or increase safety.

Other:
It also authorizes public/private transportation partnerships, application of the Design-Build method for these projects, and legislation to streamline the environmental review process.

Shasta County
Regional Transportation Planning Agency

SHASTA RTPA FACT SHEET

Strategic Growth Plan Bond Package

SB 1266 Strategic Growth Plan Bond Package

Proposition 1a: Prop 42 firewall – For Shasta Region, Prop. 42 generates approximately

$3.1 Million annual Direct Subvention to Shasta County
$730K annual Direct Subvention to Redding
$86K annual Direct Subvention to Anderson
$84K annual Direct Subvention to Shasta Lake
$350K annual to Transit (Thru TDA Process) - $16K of which Direct to RABA
$2.8 Million annual to STIP
$2 Million (one time) for Airport Road Bridge Replacement Project

Proposition 1b: $19.9 Billion for roads **(see below)**
Proposition 1c: $2.85 housing (Includes funding for Blueprint projects)
Proposition 1d: $10.4 education
Proposition 1e: $4 levees

Proposition 1b Programs (all one-time funding)

A. $4.5 Billion Corridor Mobility. If Prop. 1b passes:
- RTPA and Caltrans Project Nominations by Jan. 15
- CTC Draft Guideline Available (to be adopted November 9, 2006)
- CTC adopts projects March 1, 2007
- May be tied to Blueprint Plans

This is a competitive process. Shasta Candidate Projects: Complete Stillwater/44 freeway to Palo Cedro ($40m need), complete Dana to Downtown widening to 6 lanes ($25m need), I-5 lane improvements ($??).

B. $1 Billion State Route 99

C. $3.1 Billion Port Infrastructure

The Buckhorn Grade Realignment has been a long-standing need but too expensive for any one agency to fund (now pushing $250M). It is primarily a goods movement project and desired by Humboldt County, in part, to support the port at Humboldt Bay and other goods movement. The Buckhorn Project is eligible under this program; however, program guidelines have not been developed.

D. $200 Million school bus retrofit

E. $2 Billion STIP
- Distributed per STIP process

$11.4 Million for Shasta STIP projects (i.e., Dana or Stillwater)

F. $4 Billion Public Transit

$3.6 Billion of which distributed by formula from state controller

PROJECT FACT SHEET

California Department of Transportation

Dana to Downtown

Phase A: SHA-044-L0.6/L1.6
Phase B: SHA-044-L0.3/L1.8

Project Purpose and Benefits: The Dana to Downtown project, on SR 44, is jointly funded by the California Department of Transportation and the Shasta County RTPA and sponsored by the City of Redding. It is the Shasta County RTPAs highest priority project and they are committed to seeing it fully funded and constructed. This project will reduce congestion; improve the flow of traffic, and will be the gateway to Downtown Redding. As a gateway, this project connects, commercial Redding, east of I-5, with Downtown Redding, west of I-5. In addition, the project is located on an interregional east-west Focus Route that provides connectivity between Reno and Eureka. Currently, this section is becoming increasingly congested and bottlenecks during peak hours, proving to be both a safety and operational concern. This project will improve travel times and reduce the number of daily vehicle hours of delay.

The project includes the following: replace the Sacramento Bridge, add a ramp commencing at Dana Drive, a westbound auxiliary lane, an eastbound auxiliary lane to I-5, reconstruction of the Auditorium Drive Interchange, and widening of Continental Street. Additional elements include a path for multimodal traffic, median and interchange landscaping, as well as aesthetic treatments to the bridges and concrete median barriers. The City of Redding is growing and the Dana to Downtown project is essential to improving access to jobs, housing, commerce and the surrounding communities.

Project Description and Location: On State Route 44 the east side of Redding at Hilltop and Dana Drives to the downtown area of Redding.

Project Cost and Funding Sources: This project is in partnership with the Shasta County RTPA and is funded $27.7 million RIP; $23.3 million IIP; and $1.5 million RIP TE. The project is divided in to 2 phases: Phase A and Phase B. Phase A is fully funded and Phase B has an unfunded Construction Capital need of $20 million and Support need of $3 million.

Current Schedule: This project is programmed in the 2008/2009 FY, however, it will RTL in November 2007. Seven months ahead of the programmed year.

PA&ED completed June 17, 2003.
PS&E schedule for completion April 1, 2008
R/W Certification completed June 29, 2006.
RTL scheduled for completion November 2, 2007 (programmed in 08/09 FY)
Construction scheduled for completion January 1, 2012.

Project Manager: For more information, please contact the Dana to Downtown Project Manager, Phil Baker at (530) 225-3180 or phil_baker@dot.ca.gov.

Stillwater

SHA-044-R5.8/R11.3

Project Purpose and Benefits: The Stillwater Project on State Route 44, between the City of Redding and the community of Palo Cedro, is jointly funded by the California Department of Transportation and the Shasta County RTPA. The project has been completed through the Project Approval and Environmental Document (PA&ED) phase. Currently, funding is needed for the Plans, Specifications and Estimates (PS&E) phase, the Right of Way Support and Capital phase, and the Construction Support and Capital phase. This project will reduce congestion; increase capacity, improve the flow of traffic, and improve the safety and operations of SR 44.

The project includes the following: convert SR 44 from a 2-lane expressway to a 4-lane freeway, construct a "Tight Diamond" interchange, replace two bridges, and add ITS elements. The area between Redding and Palo Cedro has experienced constant population growth over the last 20 years; thereby, significantly increasing commuter traffic. In addition, the project is located on an interregional east-west Focus Route that provides connectivity between Reno, Nevada and Eureka, California. This project will improve travel times and reduce the number of daily vehicle hours of delay.

Project Description and Location: On State Route 44 between the City of Redding and the Community of Palo Cedro.

Project Cost and Funding Sources: This project is in partnership with the Shasta County RTPA. PA&ED is funded $440,000 RIP and $440,000 IIP. There is an unfunded Construction Capital need of $38 million; Right of Way Capital need of $7 million; and Support need of $13 million. **The cost estimate for this project is currently being updated by the Project Development Team.**

Current Schedule: PA&ED was completed June 28, 2005. Ready to List (RTL) will take approximately 36 months from programming. If this project were programmed in March 2007, then the project could be programmed in the 2009/10 or 2010/11 fiscal years, which will provide adequate time to meet delivery requirements and be able to begin construction by 2011.

Project Manager: For more information, please contact the Dana to Downtown Project Manager, Phil Baker at (530) 225-3180 or phil_baker@dot.ca.gov.

Interstate 5 Widening in Tehama/Shasta County

Project Purpose and Benefits: Interstate 5 was built/completed in early 1960's in the Redding area of Shasta County. Over past 40 years Interstate 5 has served as the main North-South corridor in California providing goods movement and interregional travel up and down the State and the Pacific Northwest. Almost all of Interstate 5 between Red Bluff and Redding has two lanes in each direction and is nearing its capacity. It will cost approximately $500 million to add a third lane in each direction between these cities not counting improvements to interchanges in support of the growing traffic. The projects below are the highest priorities for the corridor.

All local and regional partners in Shasta and Tehama Counties recognize that Interstate 5 will soon be a congested bottleneck for travelers and goods movement if investments into its expansion are not realized in the near future. This is demonstrated by the willingness of the County Administrative Officers for both Counties and Cities along I-5 within these Counties openly participating in an effort to study the need for a regional funding source (possibly through a regional traffic impact fee program) to build I-5 mainline improvements. While the proposed projects only build small segments of the needed improvements, it is a large step towards expanding the Interstate system to meet the mobility needs of travelers and the goods movement industry.

Collector/Distributor I-5/SR44 Interchange EA 02-3C0000: On Interstate 5 in Shasta County at the I-5/Sr 44 interchange (Central Redding Interchange). Weaving vehicles at the Central Redding Interchange lead to operational problems, increased congestion and safety concerns for both mainline and the ramps for Interstate 5 and SR 44, a focus route. This project would eliminate all weaves at this freeway to freeway interchange by replacing the southbound to eastbound loop ramp with a direct connector ramp.

Current Status: The environmental phase of this project is programmed as an operational improvement project in the 2006 SHOPP. Project funding of $10 million only provides enough funding for the minimum build alternative that only improves the SB I-5 weave.
Schedule: Programmed RTL 9/09, Construction begins in Spring of 2010
Programmed Costs: $11.8 million capital, $5.2 million support
Additional Proposed Project Costs: $25 million capital, $5 million support

Cottonwood Hills Truck Climbing Lanes EA 02-37100K: On interstate 5 in Shasta County from just north of Gas Point Rd interchange to Deschutes interchange. Traffic is subject to a mile-long upgrade of 2.5% to 2.9% in each direction at the Cottonwood Hill location. Freeway onramp grades are even steeper at 4.6%. With 27% of the traffic being trucks or recreational vehicles, congestion is occurring by the slower moving vehicles making this location a high priority for adding additional capacity and improving operations by adding a truck climbing lane in each direction. A southbound truck climbing lane would be constructed from Deschutes Interchange south to the North Cottonwood Main Interchange. A northbound truck climbing lane would be constructed from just south of the North Cottonwood Main Interchange north to the SR 273 Interchange.

Current Status: A Project Study Report has been completed for this project. The project has not been programmed.
Schedule: Ready to List (RTL) will take up to 36 months from programming with contract award 3 months after RTL. If this project were programmed in March 2007, then construction can begin in the summer of 2010.
Proposed Project Costs: $17.5 million capital, $5.5 million

Widen to 6 lanes Bonnyview to SR 44: The section of Interstate 5 from the Bonnyview Rd Interchange north to the I-5/SR 44 freeway to freeway interchange has the highest traffic volumes and the highest levels of congestion on Interstate 5 north of Sacramento to the Oregon State line. This project proposes to add a lane in each direction to improve operations, add capacity and reduce congestion. Without these improvements, this segment will operate at Level of Service F in the next 5-10 years.

Current Status: A project study report (PSR) has been initiated for this project. It is anticipated that the PSR could be completed in time for programming at the March 2007 California Transportation Commission meeting.
Schedule: Ready to List (RTL) will take approximately 36 to 48 months from programming. If this project were programmed in March 2007, then the project could be programmed in the 2010/11 or 2011/12 fiscal years, which will provide more than adequate time for meeting delivery requirements and being able to begin construction by 2012.
Proposed Project Costs: $24.5 million capital, $7.5 million support

Expand Transportation Management System EA 02-0C590K: This project has various locations along the I-5 corridor to allow the district to maximize the operations of the existing system. The segment of I-5 located in District 2 is often subject to lane closures and occasional full closures due to vehicle accidents, weather-related conditions (snow) and fires. There are few alternative routes to I-5, therefore closures (partial or full), drastically interrupt goods movement, causing significant economic loss and inhibit interregional travel. Expanding the transportation management system will include Closed Circuit Televisions, Changeable Message Signs, Highway Advisory Radios, Extinguishable Message Signs, and Traffic Monitoring Stations. This project proposes to reduce congestion and delays to motorists, improve highway safety, lower the cost for the transportation of goods, and improve travel time by making it more predictable and reliable. T

Current Status: A PSR was completed for this project in September 2005. The project has not been programmed.
Schedule: Ready to List (RTL) will take up to 36 months from programming with contract award 3 months after RTL. If this project were programmed in March 2007, then construction can begin in the summer of 2010.
Proposed Project Costs: $4.8 million capital, $1.3 million support

For more information regarding these projects, please contact Dave Moore, Caltrans District 2 Office of Advance Planning at (530) 225-3481, dave_moore@dot.ca.gov

PROJECT FACT SHEET

California Department of Transportation

Buckhorn Grade Improvement Project

SHA-299-0.0/7.4
TRI-299-72.0/72.3

Project Purpose and Benefits: State Route (SR) 299 is the principal arterial between Interstate 5 and SR 101. This stretch of highway between Redding and the port City of Eureka on the Pacific Coast is designated as a high emphasis route in the Interregional Road System and is also designated as a Caltrans Focus Route. State Route 299 has major economic importance to a vast region of over 5000 square miles as it provides access to a large recreational area and links the upper Sacramento Valley to the deepwater ports in Eureka. The Buckhorn Grade portion of SR 299 represents the only major obstacle preventing interstate trucks and oversize permit loads from utilizing this direct access to the coast.

Buckhorn Grade is the last of the 1930s alignment on the route and is made up of almost continuous reversing curves on a steep grade over extremely rugged terrain. Accidents, motion sickness, and driving in long queues behind slow moving trucks and recreational vehicles (RV) are common complaints from travelers. Roadway closures are common creating considerable delay as the narrow, twisted alignment limits response time to accidents, fires, and storm events. Improving Buckhorn Grade requires a new 7.5 mile long alignment through the extremely rugged terrain. Funding for the project has been a priority since the 1950's however the high cost has hindered the effort until recently in 1998 when a partnership between Caltrans Districts 1 & 2 and local sponsors including Shasta, Trinity, and Humboldt Counties was formed and funding for the environmental document was acquired.

Current Problem:	**Proposed Improvement:**
Safety: Accident rates are 50% higher than similar routes, averaging 1 reported accident every 10 days.	Improve safety and reduce accident rate through construction of an alignment which meets current design standards.
STAA Truck Access: No access for interstate trucks to Trinity County and Humboldt County, including the deep water ports.	Construct an alignment that allows STAA interstate trucks to utilize this route.
Reliable Goods Movement: Frequent closures due to accidents, fires, weather conditions, and storm related damage. Sizable recreational and tourist industries suffer as Buckhorn Grade is seen as an obstacle to many RV owners and would be travelers. Goods movement is further hindered as STAA shipments on Interstate 5 must be repackaged into smaller loads.	Improve system reliability by reducing accidents and constructing a maintainable alignment. Provide a 50 MPH alignment with needed truck climbing lanes and standard shoulders, increasing throughput and driver comfort over Buckhorn Grade.
Environmental & Maintenance: Frequent slides and slip outs due to steep slopes in decomposed granite formations are difficult to maintain and sometimes result in eroded material being discharged into waterways. Maintenance costs are 3 times the costs of similar routes.	Erosion and the subsequent slides and slip outs will be significantly reduced by more stable engineered cut and fill sections. These new slopes will require less maintenance and be more environmentally responsible.

Project Description and Location: On State Route 299 from just west of the Trinity/Shasta County line at Buckhorn Summit to ½ mile west of Crystal Creek Road in Shasta County.

Project Cost and Funding Sources:

- Currently funded through PA&ED through partnership of $46,000 Humboldt County RIP, $150,000 Trinity County RIP, $150,000 Shasta County RIP, and $5,088,000 IIP Funds. In addition, $5.6 million allocated from High Priority Program (SAFETEA-LU).
- Future Needs: $190 million in construction capital (2006 Estimate) plus capital outlay support costs of approximately $50 million.

Current Schedule

- PA&ED (Environmental Document) on schedule for 8/1/2008 completion.
- RTL (Design Completion) contingent on funding, but could be completed by early 2011.
- Construction contingent on funding, but could begin in the summer of 2011 and end in 2014.

Project Manager: For more information, please contact the Project Manger, Clint Burkenpas, at 530-225-2455.

September 29, 2006

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION
Corridor Mobility Improvement Account Program Guidelines

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 8, 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 intent for the implementation of 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. These guidelines do not supersede the explicit provisions of the Bond Act, and the Commission's guidelines cannot foresee all circumstances that may arise in the course of program implementation. The guidelines and the Commission's policy are therefore subject to revision and adaptation 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 (40% north, 60% south) that applies to the STIP, 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 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 Benefits and Costs. In evaluating the extent to which projects meet program objectives, the Commission will give priority to those projects that provide the greatest benefit in relationship to project cost, as demonstrated by a project nomination and supporting documents. Measurable benefits will include annual travel time savings and annual safety benefits (reduced injury and fatality rates) in the corridor and will be evaluated using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) developed and in use by Caltrans. The Commission will also consider quantifiable air quality benefits and other assessments of project benefits identified in the project nomination. The Commission's evaluation 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. 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. A project that is nominated by both Caltrans and a regional agency may be programmed for any preconstruction component without a full funding commitment to construction, provided that the programmed component is fully funded. However, as specified in the Bond Act, a project that is nominated by one agency and not the other will be programmed only if it has 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.

6. Corridor system management plan. The Commission will include urban corridor capacity improvements in the CMIA program only 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, including the installation of traffic detection equipment, the use of ramp metering, and other traffic management elements as appropriate.

7. Other funding sources. The Commission will include in the CMIA program only the implementation of projects not already funded from other sources. The Commission will not program or allocate CMIA funding to replace funds already committed from the STIP, the SHOPP, the TCRP, RSTP, CMAQ, federal earmarks, or local funds. However, the CMIA program may include construction funding for projects where preconstruction costs have been or will be funded from other sources.

   The Commission will not include projects on Route 99 in the CMIA program until and unless the $1 billion made available for Route 99 under the Bond Act has been fully appropriated and awarded to projects. The Commission may also exclude from the CMIA program other projects that it finds to be more appropriate for funding from other programs identified in the Bond Act.

Project Nomination and Selection Process

8. 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.

9. Program Updates. As long as 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.

10. 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 may also include quantifiable air quality benefits or other benefits. To the extent possible, the narrative should quantify project benefits and cite documentation 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 system management plan and the commitment of regional and local agencies to implementation of the plan.

- A project benefit/cost analysis input sheet (see Appendix B).
- Documentation of the basis for nomination, including the project study report or equivalent (including an environmental document), documentation of the corridor system management plan and associated agreements, and any other studies and analyses that document and support the costs, benefits, and schedules cited in the nomination.

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.

11. 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.

12. 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 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

13. 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 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.

    Whenever the estimated cost for a project increases and whenever a project is not ready for allocation as programmed or fails to meet an intermediary project delivery milestone, the Commission will review the project's status and may either amend the project's cost and schedule or delete it from the program. The Commission's review will consider whether the cost increase or the delay is due to unforeseeable circumstances beyond the control of the implementing agency and whether the project remains a priority for program funding despite the cost increase or delay. The Commission may delete a project with a cost increase or delay from the program even if the increase or delay is due to unforeseeable circumstances.

    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.

    For the purposes of CMIA project review and evaluation, the Commission will consider all right-of-way and construction costs, including engineering, regardless of funding source. A project's benefit in relationship to its costs, and thus the project's priority for the CMIA program, may change even if all cost increases are met from other funding sources.

14. Quarterly CMIA Delivery Report. The Department, in cooperation with the 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

15. 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. 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.

16. Regional Programming Targets. The Commission will provide regional programming targets for the CMIA program, intended as general guidance only. ***The targets will be neither minimums nor maximums. They will 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.***

    The factors to be used to determine targets are population for urbanized areas over 200,000 and deficient mileage identified by Caltrans for state highway focus routes (excluding Route 99 and international border crossings). ***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

17. 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.

18. 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 proposals 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.
- 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 certification	
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 Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
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)

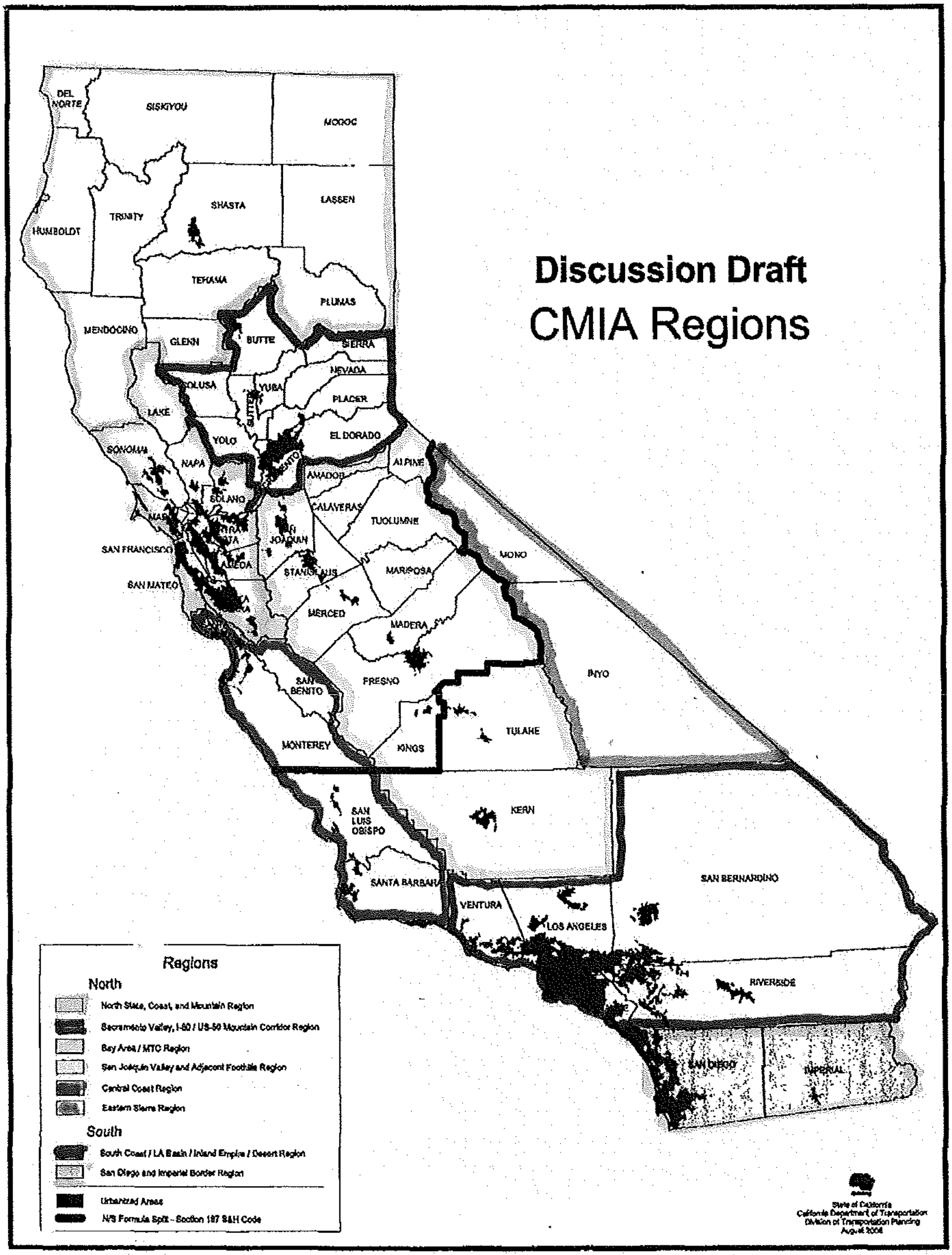
From Project Nomination Fact Sheet:

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

COMMENTS: ______

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

CONTACT: Mahmoud Mahdavi 916-653-9525 mahmoud_mahdavi@dot.ca.gov FAX: 916-653-1447


Discussion Draft
CMIA Regions
DEL NORTE
SISKIYOU
MODOC
HUMBOLDT
TRINITY
SHASTA
LASSEN
TEHAMA
PLUMAS
MENDOCINO
GLENN
BUTTE
SIERRA
NEVADA
COLUSA
YUBA
SUTTER
PLACER
LAKE
YOLO
EL DORADO
SONOMA
NAPA
ALPINE
AMADOR
SOLANO
CALAVERAS
TUOLUMNE
SAN FRANCISCO
SAN JOAQUIN
MONO
STANISLAUS
MARIPOSA
SAN MATEO
MERCED
MADERA
INYO
SAN BENITO
FRESNO
TULARE
MONTEREY
KINGS
SAN LUIS OBISPO
KERN
SANTA BARBARA
SAN BERNARDINO
VENTURA
LOS ANGELES
RIVERSIDE
SAN DIEGO
IMPERIAL
Regions
North
North State, Coast, and Mountain Region
Sacramento Valley, I-80 / US-50 Mountain Corridor Region
Bay Area / MTC Region
San Joaquin Valley and Adjacent Foothills Region
Central Coast Region
Eastern Sierra Region
South
South Coast / LA Basin / Inland Empire / Desert Region
San Diego and Imperial Border Region
Urbanized Areas
N/S Formula Split - Section 187 S&H Code
State of California
California Department of Transportation
Division of Transportation Planning
August 2006

CCRL
CALIFORNIA CENTER FOR REGIONAL LEADERSHIP

Shasta County Regional Transportation Planning Agency

The McConnell Foundation

STATE BONDS AND REGIONAL NEEDS IN THE THE NORTH STATE

Date: October 20, 2006. 9:30 a.m. - 12:30 p.m.
Address: The McConnell Foundation. 800 Shasta View, Redding CA

GOALS

- Learn about state infrastructure funding, including proposed bonds for regional projects
- Determine the benefits of prioritizing regional projects and coordinating efforts across systems in the region (open space, transportation, museums, etc.)
- Identify opportunities to partner with the state to advance regional solutions

AGENDA

9:00 am Registration

9:30 am Welcome
Shannon Phillips, The McConnell Foundation
Gregg Werner, The Nature Conservancy
Moderator: *Nick Bollman, Senior Advisor, CA Center for Regional Leadership*

Bank of America

Caltrans

The Nature Conservancy
SAVING THE LAST GREAT PLACES ON EARTH

MORGAN FAMILY FOUNDATION

Panelists
Gregg Albright, Deputy Director of Planning and Modal Programs, Caltrans
Kirk Lindsey, Member, California Transportation Commission (invited)
Ruth Coleman, Director, California State Parks and Recreation (invited)
Brian Crane, District Director, Caltrans District #2

10:45 am Preparing for Success – The Local and Regional Point of View
A moderated discussion about how the region can make strategic choices about infrastructure, communicate its priorities to the state, and secure the funding needed.

- How are we prepared to leverage funding from the state?
- What are the most important priorities of the North State region?
- What projects will ease our transportation congestion? How should we balance infrastructure needs with environmental and community health concerns?

Panelists

Lynda Scheben, Champion, Healthy Shasta
Gary Lewis, President, Shasta Community College
Gerry Cupp, Director, Redding Municipal Utilities
John Mathena, Councilman, City of Redding
Dan Little, Shasta County Regional Transportation Planning Agency

11:30 Buffet Lunch
11:50 Group Discussion: *Moderated by Nick Bollman*
12:30 Adjourn