

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Corridor Mobility Improvement Account (CMIA) Project Priorities	12/12/06	5

RECOMMENDATION

It is recommended that the Agency conduct a public hearing and adopt a prioritized list of Corridor Mobility Improvement Account (CMIA) projects pursuant to the attached resolution.

SUMMARY

State Proposition 1B was approved by voters last month. Proposition 1B provides \$19.925 billion in state general obligation bonds for transportation improvements. One key program within Proposition 1B is the \$4.5 billion Corridor Mobility Improvement Account (CMIA). It is recommended that the Agency adopt the prioritized list of projects for nomination to the CMIA program as provided in the attached resolution.

DISCUSSION

The CMIA Program is an unprecedented, one-time grant opportunity for major transportation improvements in California. Project nominations must be located on the state highway system or on a major access route to the state highway system. It must also be demonstrated that the project either:

- 1) Reduces travel time or delay;
- 2) Improves connectivity between rural, suburban, and urban areas; OR
- 3) Improves safety

The state will emphasize projects on the "Focus Route" system (i.e. the state's trunk system as illustrated in the attached map) which in our region consists of Interstate 5, State Route (SR) 44 and SR 299.

To assist regions in the preparation of project nomination packets, the attached CMIA Guidelines were adopted by the California Transportation Commission (CTC) in November 2006. For purposes of geographic balance, the Guidelines divide the state into "Super Regions" as shown on the attached map. Shasta and eleven other counties are part of the North State Super Region (North State). The CTC has set a target funding range for the North State of between \$202 and \$486 million. It needs to be emphasized that this funding target is neither a guaranteed minimum nor maximum; actual funding will be based on project merit.

Though project merit will be determined via a number of criteria, deliverability and accountability have been emphasized repeatedly in order to fulfill performance commitments set by the Legislature and driven by the Governor's Strategic Growth Plan. As such, projects must begin construction by 2012 and local agencies must demonstrate a commitment and comprehensive approach to maintaining mobility gains.

Other evaluation criteria include congestion relief, greatest benefit in relation to cost, ancillary benefits gained as a result of other related projects, project significance in relation to the larger statewide context, geographic balance in distribution of project awards, and connectivity between rural, suburban and urban areas.

The Shasta region should be highly competitive within the North State since it is in the top tier in terms of:

- Population and congestion;
- State Focus Route mileage and needs; and
- Local accountability in maintaining state corridors (e.g., no other counties in the North State are undertaking efforts comparable to the Fix Five Partnership or Shasta Regional Blueprint).

For these reasons, staff recommends that Shasta nominate approximately \$280 million (excludes Buckhorn Grade) in CMIA projects. It is highly unlikely that all projects would be approved; however, the bigger pool of projects will demonstrate our regional needs, maximize our potential to receive CMIA funds, and highlight those projects that are best suited for future funding opportunities.

The RTPA's and Caltrans need to nominate projects by January 15, 2007. Projects will fall into two categories: 1) Projects nominated jointly by Caltrans and the RTPA; and 2) Projects nominated by the RTPA only. Caltrans will be constrained statewide to the CMIA targets, so only a portion of Shasta's CMIA priorities will be nominated by them. Ideally, our project nominations will be consistent with Caltrans'. A draft list of projects nominated by Caltrans will be available on December 8th.

Projects nominated by Caltrans and the RTPA, and with the most endorsements from other agencies, will have the best chance for CMIA funding. Staff has been working closely with Caltrans Districts 1 and 2 and the North State RTPA's to that end. Several projects recommended in **Table 1** will not be nominated by Caltrans due to statewide funding caps, in which case they will be submitted to the CTC as RTPA-only nominations.

The task of determining CMIA 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 are also expected to be competitive in the CMIA program due to I-5's interregional and interstate significance.

The recommended prioritized CMIA project list is shown in **Table 1**. More detailed information is provided in the attached project fact sheets.

Table 1: CMIA Projects and Priorities

Project Name	Total Cost	Unfunded Need
	(in Millions)	
1. Dana to Downtown (SR 44)	\$75	\$23
2. I-5 Widening: Bonnyview to SR 44	\$41	\$41
3. I-5 Transportation Management System	\$12	\$12
4. I-5 Cottonwood Hills	\$27	\$27
5. Stillwater (SR 44)	\$70	\$66
6. I-5/SR 44 Direct Connector	\$52	\$35
7. I-5 Widening: Bonnyview to Riverside	\$79	\$79
8. Buckhorn Grade	\$249	\$245
Totals (excluding Buckhorn)	\$356	\$283

The above costs are based on preliminary estimates and will be refined by Caltrans in the final project nominations submitted January 15.

The Buckhorn Grade Project, although located in Shasta County, is a high priority CMIA project in Humboldt and Trinity Counties. In order to support neighboring county needs, it is recommended that the RTPA endorse Buckhorn, but only if the project is also nominated to the CTC by Caltrans, Humboldt County and Trinity County.

The above prioritized list represents the most competitive projects under the CMIA Guidelines based on input from Caltrans and the Technical Advisory Committee (TAC). The list also reflects priorities established in past Regional Transportation Improvement Program (RTIP) funding cycles and priorities set in the Regional Transportation Plan (RTP).

For purposes of CMIA funding, the State Route 44 Stillwater project - although second in terms of RTIP priorities - was determined to be less competitive than those projects located on Interstate 5 and was therefore ranked lower. This is primarily due to the higher benefit-to-cost ratio of some I-5 mainline projects. The CMIA priorities are not intended to prejudice upcoming Agency decisions regarding STIP priorities since the two programs have different funding criteria.

Because CMIA funding on I-5 would theoretically reduce a mainline I-5 regional traffic impact fee for all Fix 5 Partnership members - not just the local jurisdiction(s) where the improvement is located - the TAC agreed that any CMIA funding in the project area should pay down the aggregated regional cost of improvements. This concept is critical to maintaining a regional consensus for Interstate 5 improvements and is specified as a "statement of intent" in the attached resolution (page 3, section D).

Subject to a public hearing and any further discussion from member agencies, it is recommended that the RTPA approve the CMIA priority list pursuant to the attached resolution.

OTHER AGENCY INVOLVEMENT

Concurrence with Caltrans and endorsements from other regions in regard to project nominations will be key considerations in the evaluation process. Coordination efforts are ongoing and new information may be available from

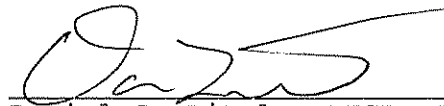
Caltrans at the RTPA meeting.

Staff participated on the CMIA Guidelines Workgroup, consisting of other regions, Caltrans, and CTC staff. The RTPA also coordinated an October 20th meeting of the twelve-county North State Region composed of twelve RTPAs, the CTC and Caltrans. A follow-up meeting is scheduled on December 11 to obtain the highest achievable level of consensus for North State CMIA projects.

The Technical Advisory Committee (TAC) has reviewed this item and supports the recommended tentative list of projects. Project priorities 4, 5 and 6 were interchanged since the TAC meeting based on preliminary feedback from Caltrans Headquarters.

FINANCING

The CMIA Program has the potential to fund much-needed state highway projects that have stalled in the last five years due to a lack of state funds, as well as new projects within the I-5 corridor. Any CMIA funding received will reduce our ultimate obligation to fund improvements in the corridor through the STIP, traffic impact fees, or other available means.



Daniel S. Little, AICP, Executive Officer

DSL/jac

Attachments: Resolution Adopting CMIA Projects and Priorities
CMIA Guidelines
Focus Routes Map
CMIA Regions Map
Project Fact Sheets

RESOLUTION NO. 06-17
ADOPTING CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA) PROJECT
NOMINATIONS AND PRIORITIES FOR THE SHASTA REGION

WHEREAS, State Proposition 1B, approved by voters November 7, 2006, includes \$4.5 billion for the Corridor Mobility Improvement Account (CMIA) Program to fund major highway improvement projects; and

WHEREAS, the Shasta County RTPA (SCRTPA) must nominate a prioritized list of eligible CMIA transportation projects by January 15, 2007, to the California Transportation Commission (CTC) pursuant to the CMIA Guidelines (Guidelines) adopted by the CTC November 8, 2006; and

WHEREAS, eligible projects must provide congestion relief, safety, or connectivity benefits; must start construction by 2012; and must be included in the Regional Transportation Plan (RTP); and

WHEREAS, eligible CMIA transportation projects are primarily limited to the State Focus Route System, which in Shasta County, includes Interstate 5 (I-5), State Route (SR) 44 and SR 299 West; and

WHEREAS, congestion, connectivity and safety needs are well-documented on the Focus Route System within the Shasta Region within SCRTPA's RTP; and

WHEREAS, the SCRTPA is committed to funding and maintaining improvements on the State Focus Route System as evidenced by the Fix Five Partnership, the Shasta Regional Blueprint, Regional Transportation Improvement Program (RTIP) commitments, and other regional plans and traffic impact fee programs which address State Highway needs; and

WHEREAS, the CTC, pursuant to the Guidelines, will consider local and regional commitments, as well as other bond programs, to fund and maintain improvements within a corridor where CMIA funds are requested; and

WHEREAS, the CTC welcomes and encourages the development of joint priorities and proposals from the twelve-county North State Region, as defined in the Guidelines; and

WHEREAS, the SCRTPA previously developed regional transportation project priorities consistent with provisions in the Guidelines, including use of Caltrans' life cycle cost-benefit analysis, during development of the RTP; and

WHEREAS, the CMIA Guidelines encourage nomination of traffic system management (TSM) elements, including traffic detection equipment; and

WHEREAS, corridor system management plans and final cost estimates, required by the Guidelines, are currently being developed by Caltrans with opportunity for input by the SCRTPA; and

WHEREAS, a duly noticed public hearing has been conducted to allow open participation in the adoption of CMIA project nominations and priorities.

NOW, THEREFORE, BE IT RESOLVED that the SCRTPA makes the following findings regarding SCRTPA project nominations:

- A. The SCRTPA, as the only Metropolitan Planning Organization (MPO) in the twelve-county North State region, is a rapidly urbanizing area facing both urban and rural challenges which relate to congestion relief and connectivity needs targeted by the CMIA program; and
- B. The Shasta Region contains major north/south and east/west Focus Routes which connect at Shasta's urban center serving as a connectivity hub to outlying North State counties; and
- C. All nominations are located within the state Focus Route system and strictly address mainline highway needs, particularly needs on Interstate 5 critical to interregional and interstate travel; and
- D. All CMIA nominations address congestion, connectivity and safety priorities previously documented in the RTP and other plans and programs; and
- E. All nominations can commence construction by December 31, 2012, and most projects can be delivered within three years due to the following factors that reduce the inherent risk of unexpected cost increases and schedule delays: 1) NEPA/CEQA has been completed on two projects; 2) NEPA/CEQA and right-of-way issues are simplified on the four I-5 projects since all work will be conducted within the existing freeway improvement area and median; 3) the region is in attainment for all federal air quality standards; and 4) the region's record for delivery of past state highway projects within budget and schedule; and
- F. All nominations will improve access to jobs, housing, markets and commerce as documented in the RTP; and
- G. All nominations are consistent with and will further the SCRTPA's ongoing commitment to maintain the state highway system and SCRTPA will continue, as lead agency, to diligently pursue the Fix 5 Partnership, the Shasta Regional Blueprint, Regional Improvement Program (RIP) funds studies, and fee programs addressing state highway needs; and
- H. All project nominations are fully funded with proposed CMIA funds and other existing programmed commitments, and they have been developed with consideration to other funding resources such as RIP, traffic impact fees, and other Proposition 1B programs; the CMIA program represents the best opportunity to augment and leverage these other funding sources for the projects selected; and
- I. All nominations were developed within the context of the twelve-county North State Region - including participation by Caltrans Districts 1 and 2, Caltrans Headquarters, and the CTC; SCRTPA nominations and priorities were added or modified as a result of coordination efforts and in consideration of needs within other counties in the North State region; and

- J. Nominations include a Traffic System Management (TSM) element for I-5 within the North State Region from the City of Shasta Lake to Highway 20; the TSM elements will assist the SCRTPA in development of a complete corridor system approach consistent with the state's Strategic Growth Plan Pyramid, and in formation of transportation performance standards.

BE IT FURTHER RESOLVED that the SCRTPA makes the following statements of intent regarding SCRTPA project nominations:

- A. It is the intent of SCRTPA to coordinate and match CMIA priorities with Caltrans' priorities, to the extent such priorities are known at the time of SCRTPA action;
- B. It is the intent of SCRTPA to coordinate and foster a consensus for nomination of CMIA projects in the North State Region, particularly projects of high regional significance which are highly competitive for CMIA funding as evidenced, in part, by co-nomination by both an RTPA or multiple RTPA's and Caltrans Headquarters;
- C. It is the intent of the SCRTPA to support nomination of the Buckhorn Grade Project if jointly nominated by Caltrans Headquarters, the Humboldt County RTPA and the Trinity County RTPA; and
- D. It is the intent of SCRTPA that any CMIA funds received for Interstate 5, regardless of the jurisdiction where the CMIA improvements are located, shall serve to advance the Fix Five Partnership and such funding shall be to the credit and mutual benefit of all Shasta County partners, including Caltrans.
- E. It is the intent of SCRTPA that determinations regarding CMIA project priorities will not prejudice future SCRTPA determinations regarding RTIP project priorities as each program includes different funding factors.

BE IT FURTHER RESOLVED that the SCRTPA authorizes the Executive Officer to prepare and submit CMIA project nominations to CTC based on the following prioritized list:

- 1. State Route 44: "Dana to Downtown" Project - Widen to six lanes
- 2. Interstate 5: Widen to six lanes from Bonnyview Drive to SR 44
- 3. Interstate 5: Transportation Management System Improvements
- 4. Interstate 5: Add climbing lane each direction (Cottonwood Hills)
- 5. State Route 44: Extend four-lane freeway to Palo Cedro
- 6. Interstate 5/SR 44 "Direct Connector" - Reconfigure ramps
- 7. Interstate 5: Widen to six lanes - Bonnyview to Riverside
- 8. State Route 299: Buckhorn Grade Curve Realignment

PASSED AND ADOPTED this 12th day of December, 2006, by the Shasta County Regional Transportation Planning Agency.

Glenn Hawes, Chairman
Shasta County Regional
Transportation Planning Agency

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.

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.ctc.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

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

COMMENTS:

Prepared by: _____

Phone No: _____

E-Mail: _____

CONTACT: _____

Mahmoud Mahdavi

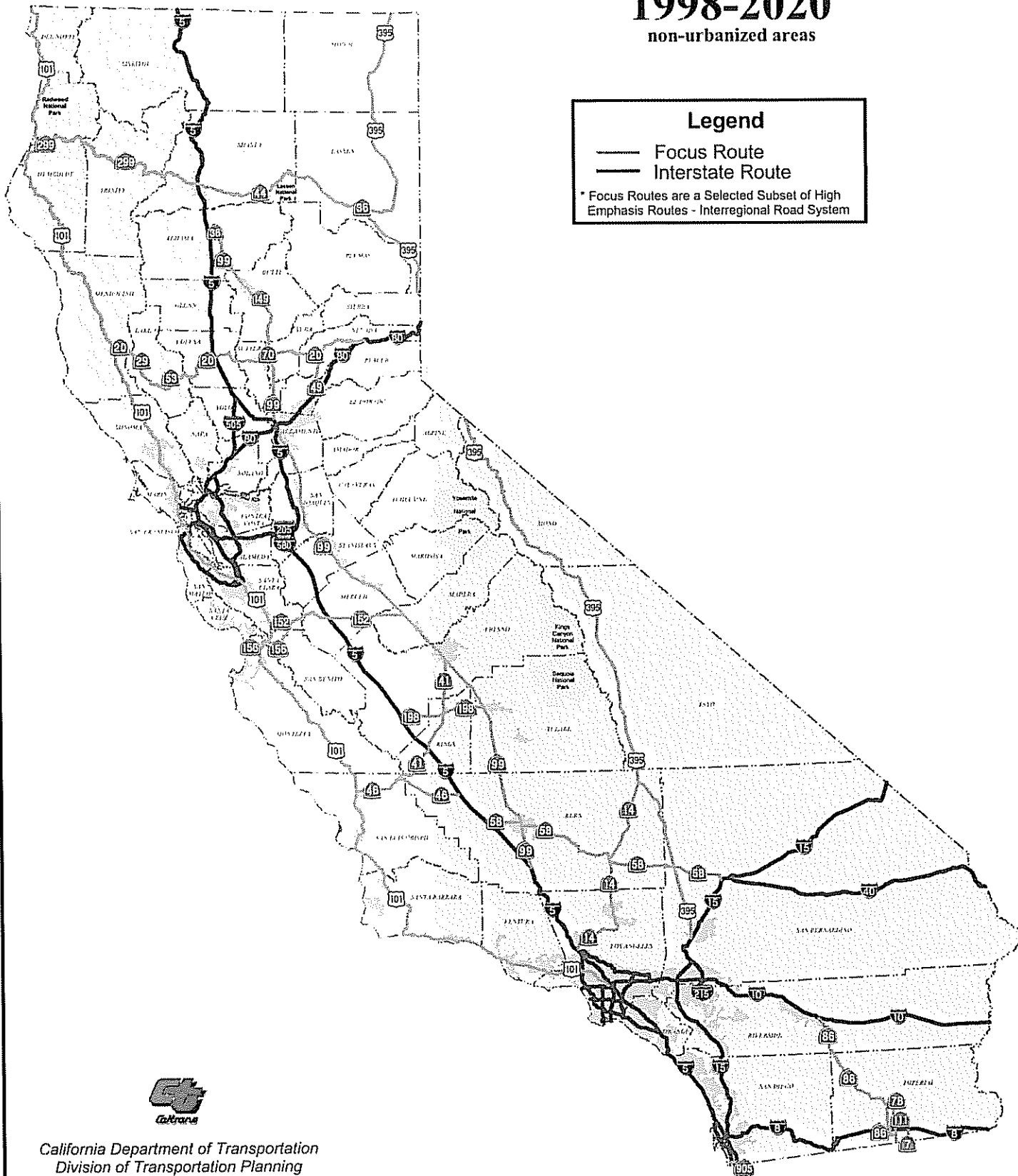
916-653-9525

mahmoud_mahdavi@dot.ca.gov

FAX: 916-653-1447

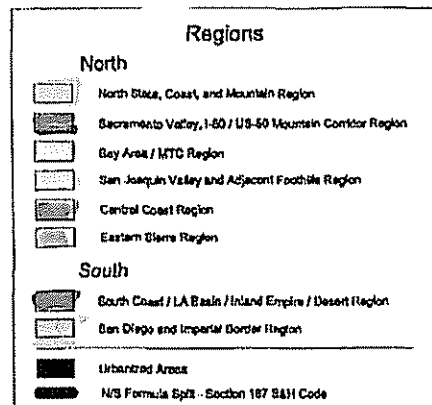
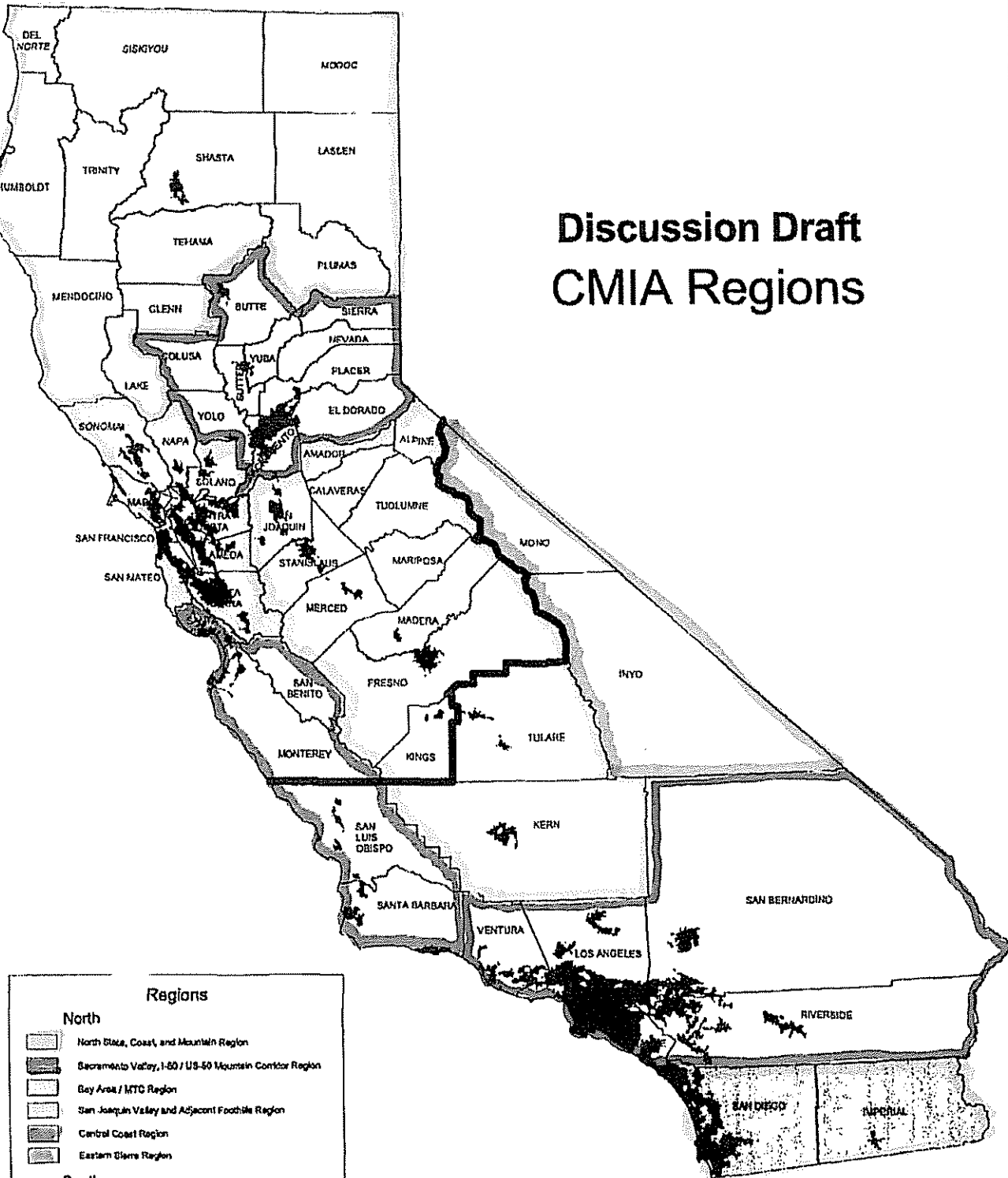
Focus Routes Development Strategy 1998-2020

non-urbanized areas



California Department of Transportation
Division of Transportation Planning
January 2005

Discussion Draft CMIA Regions



STATE ROUTE 44 DANA TO DOWNTOWN- CONVERT 2 LANE EXPRESSWAY TO 4 LANE FREEWAY - PPNO 6650 AND 3116

Project Proposal

- The Dana to Downtown project on SR 44 is jointly funded by the California Department of Transportation, the Shasta County RTPA, and sponsored by the City of Redding. It is the Shasta County RTPA's 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 with bottlenecks during peak hours, proving to be both a safety and operational concern.
- 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 the Continental Street structure on SR 44. 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. The project has been broken out into two phases. PPNO 6650 is associated with phase A and PPNO 3116 is associated with phase B. The proposed project would build phases A & B as one project.
- The strategic plan calls for operational improvements and system completion and expansion. This project provides operational improvements by adding auxiliary lanes and improving merges. This project also upgrades the freeway system along the east-west focus route in order to handle projected growth in regional and interregional traffic. This project is in the 2004 Shasta County RTP.

Schedule/Cost

- This project is estimated at \$75,182,000 (phase A - \$51,087,000, phase B - \$24,095,000). Phase A is fully funded. Phase B has an unfunded need of \$22,910,000. It is proposed to fund this need from CMIA.
- PA&ED was completed for both phases on 6/17/03. Phase A is currently scheduled to PS&E in August 2007. R/W certification was met on 6/29/06. Construction can commence in May 2008. With CMIA funding, phase B schedule would match that for phase A.

Proposed Performance Improvement Measure

- This project maintains and improves the connectivity of both the 299/44/36/395 east-west focus route by upgrading a section of the freeway by adding auxiliary lanes. Accident rates will be reduced for this corridor.

Co-nominator(s)

- Shasta County RTPA will be co-nominating this project.

District Contact Information

- For additional information, please contact the Project Manager, Phil Baker, (530)225-3180, phil_baker@dot.ca.gov.

INTERSTATE 5 – BONNYVIEW TO STATE ROUTE 44, UPGRADE FROM 4 LANE FREEWAY TO 6 LANE FREEWAY - PPNO 3331

Project Proposal

- This project proposes to improve operations on I-5 in Redding by converting the 4-lane freeway to a 6-lane freeway from the Bonnyview interchange to the State Route 44 interchange. This project will construct the lanes in the median. Most of this section of I-5 is in a slight fill allowing for minimal earthwork to accomplish the widening.
- This project is one of four coordinated CMIA improvements in the I-5 corridor to meet current transportation needs while reinforcing the State's commitment to the Fix Five Partnership. The Shasta County RTPA along with the other corridor local government agencies (cities and counties) in Shasta and Tehama County have formed the Fix Five Partnership to identify and implement solutions to the funding gap between traditional transportation revenues and the projected corridor needs. The CMIA programming of these projects provides the State commitment and foundation the partnership will need in marketing to local decision makers the value of a traffic impact fees in concert with State highway funds in meeting current and future I-5 needs.
- Constructing this project is a critical element in meeting the goals of the Strategic Growth Plan. Regional and interregional traffic volumes for this segment are projected to greatly increase over the next 10-20 years. This is already the single most congested segment of I-5 north of Sacramento in California. This project is included in the 2004 Shasta County Regional Transportation Plan.

	2005 Data year	2011 Construction year	2031 20-yr after construction
Bonnyview I/C to Cypress I/C PM 12.2 to 14.4			
AADT	59,000	65,000	100,000
Peak Hour Volume	5,700	6,500	8,000
LOS – no project	D	D	F
Cypress I/C to SR 44 I/C PM 14.4 to 15.4			
AADT	67,000	74,500	110,000
Peak Hour Volume	6,500	7,400	8,800
LOS – no project	E	E	F

Schedule/Cost

- This project is estimated to cost \$40,777,000 (\$31,185,000 capital, \$9,592,000 support). It is proposed to fund this project from CMIA.
- With programming, PA&ED is scheduled for May 2008. PS&E and R/W cert. is scheduled for October 2010. Construction can commence in March 2011.

Proposed Performance Improvement Measure

- This project will provide capacity and reduce projected congestion in ten years to levels less than experienced today.

Co-nominator(s)

- Shasta County RTPA will be co-nominating this project

District Contact Information

- **For additional information, please contact the Project Manager, Phil Baker, (530)225-3180, phil_baker@dot.ca.gov.**

INTERSTATE 5: EXPAND TRAFFIC MANAGEMENT SYSTEMS ALONG INTERSTATE 5 IN COLUSA, TEHAMA, SHASTA, SISKIYOU AND SACRAMENTO COUNTIES - PPNO 3195

Project Proposal

- This project proposes to improve operations by improving traffic monitoring, incident detection, and en-route traveler information capabilities for traffic along the Interstate 5 corridor in the North State. Work is also planned for the SR44/SR 299 corridor in the Redding area and the I-80/I-505 decision point in Solano County. These locations will provide travelers with key information at critical decision points.
- This project is one of four coordinated CMIA improvements in the I-5 corridor to meet current transportation needs while reinforcing the State's commitment to the Fix Five Partnership. The Shasta County RTPA along with the other corridor local government agencies (cities and counties) in Shasta and Tehama County have formed the Fix Five Partnership to identify and implement solutions to the funding gap between traditional transportation revenues and the projected corridor needs. The CMIA programming of these projects provides the State commitment and foundation the partnership will need in marketing to local decision makers the value of a traffic impact fees in concert with State highway funds in meeting current and future I-5 needs.
- The Strategic Growth Plan requires that we manage the existing transportation system first, providing a foundation for which future expansion can be built upon. This project provides that foundation and the tools necessary to manage the traffic along the Interstate 5 corridor. This project is included in the 2004 Shasta County Regional Transportation Plan.

Schedule/Cost

- This project is estimated at \$11,880,000 (\$9,000,000 in capital and \$2,880,000 in support) and is proposed to be funded from CMIA.
- PA&ED is scheduled for 8/15/08 with PS&E on 11/1/09 and R/W Cert on 2/14/10. Construction can commence in August 2010.

Proposed Performance Improvement Measure

- This project completes the connectivity of the ITS elements necessary to manage traffic along the Interstate 5 corridor in the Northstate and the major routes in the greater Redding area. In addition, it provides critical information for travelers to make decisions on alternate routes when closures or large delays are being experienced in the Northstate.

Co-nominator(s)

- Shasta County RTPA will be co-nominating this project.

District Contact Information

- For additional information, please contact the Project Manager, Phil Baker, (530)225-3180, phil_baker@dot.ca.gov.

INTERSTATE 5 – COTTONWOOD HILLS TRUCK CLIMBING LANE

PPNO 3329

Project Proposal

- This project proposes to improve operations on I-5 from just north of Gas Point Road interchange to Deschutes interchange by adding truck-climbing lanes. 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 26% 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.
- This project is one of four coordinated CMIA improvements in the I-5 corridor to meet current transportation needs while reinforcing the State's commitment to the Fix Five Partnership. The Shasta County RTPA along with the other corridor local government agencies (cities and counties) in Shasta and Tehama County have formed the Fix Five Partnership to identify and implement solutions to the funding gap between traditional transportation revenues and the projected corridor needs. The CMIA programming of these projects provides the State commitment and foundation the partnership will need in marketing to local decision makers the value of a traffic impact fees in concert with State highway funds in meeting current and future I-5 needs.
- Constructing this project is a critical element in meeting the goals of the Strategic Growth Plan. Regional and interregional traffic volumes for this segment are projected to greatly increase over the next 10-20 years. This project is included in the 2004 Shasta County Regional Transportation Plan.

Schedule/Cost

- This project is estimated to cost \$27,456,000 (\$21,000,000 capital, \$6,456,000 support). It is proposed to fund this project from CMIA.
- With programming, PA&ED is scheduled for November 2008. PS&E and R/W cert. is scheduled for April 2011. Construction can commence in October 2011.

Proposed Performance Improvement Measure

- This project will provide capacity and reduce projected congestion in ten years to levels less than experienced today.

Co-nominator(s)

- Shasta County RTPA will be co-nominating this project

District Contact Information

- For additional information, please contact the Project Manager, Phil Baker, (530)225-3180, phil_baker@dot.ca.gov

STATE ROUTE 44 STILLWATER – CONVERT 2 LANE EXPRESSWAY TO 4 LANE FREEWAY - PPNO 0137

Project Proposal

- 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 the Northstates interregional east-west Focus Route that provides connectivity between Reno, Nevada and Eureka, California.
- The strategic plan calls for operational improvements and system completion and expansion. This project provides operational improvements and would eliminate two at grade intersections, thereby accident concentration at the intersection of Stillwater Road and SR 44. This project also expands the freeway system along the east-west focus route in order to handle projected growth in regional and interregional traffic.

Schedule/Cost

- This project is estimated at \$69,786,000. This includes \$880,000 that has already been funded for the environmental phase through RIP and IIP funds and \$3,200,000 in Federal High Priority Project (HPP) funds. The remaining \$65,706,000 is proposed to be funded from CMIA. Should CMIA funds not be available to fund the entire project, there is the possibility of split CMIA/RIP augmentation funding with the Shasta County RTPA.
- PA&ED was completed 6/28/05. With CMIA funding, PS&E and R/W Certification would occur by April 2010. Construction can commence in November 2010.

Proposed Performance Improvement Measure

- This project maintains and improves the connectivity of both the 299/44/36/395 east-west focus route upgrading a section of 3.4 miles of 2 lane expressway to 4 lane freeway. The removal of two at grade intersections and the separating of opposing traffic lanes will lead to a large reduction in accidents along this corridor.

Co-nominator(s)

- Shasta County RTPA will be co-nominating this project.

District Contact Information

- For additional information, please contact the Project Manager, Phil Baker, (530) 225-3180, phil_baker@dot.ca.gov.

INTERSTATE 5 AND STATE ROUTE 44 FREEWAY TO FREEWAY DIRECT CONNECTOR - PPNO 3330

Project Proposal

- This project proposes to improve operations and remove a major constriction point on Interstate 5 and State Route 44 by eliminating weaving sections on each route. This will be accomplished by adding a direct connector from I-5 southbound to eastbound SR 44.
- This project is one of four coordinated CMIA improvements in the I-5 corridor to meet current transportation needs while reinforcing the State's commitment to the Fix Five Partnership. The Shasta County RTPA along with the other corridor local government agencies (cities and counties) in Shasta and Tehama County have formed the Fix Five Partnership to identify and implement solutions to the funding gap between traditional transportation revenues and the projected corridor needs. The CMIA programming of these projects provides the State commitment and foundation the partnership will need in marketing to local decision makers the value of a traffic impact fees in concert with State highway funds in meeting current and future I-5 needs.
- The Strategic Growth Plan requires that congestion and travel times in ten years be at levels less than what we are experiencing today. I-5 serves as the major North-South corridor for interregional travel in California and SR 44 is part of the northernmost east-west focus route in the state. This location carries the highest volumes for both I-5 and SR 44 in the Northstate. This project is included in the 2004 Shasta County Regional Transportation Plan.

Schedule/Cost

- This project is estimated (unescalated) at \$51,720,000 (\$39,620,000 in capital and \$12,100,000 in support) and is proposed to be funded from CMIA. Currently a SHOPP project is programmed in this location \$16,472,000 that will not be needed if this project is funded.
- PA&ED is scheduled for 3/30/08 with PS&E and R/W Cert on 4/1/2011. Construction can commence in November 2011.

Proposed Performance Improvement Measure

- This project maintains and improves the connectivity of both the 299/44/36/395 east-west focus route and California's most significant north-south corridor. It is estimated that this project will reduce over 460,000 vehicle hours of delay annually in the 20 year forecast. While this number may seem small in some of the more urban corridors of the Bay Area and Southern California it represents one of the biggest bottlenecks in the North State. This project will act as a direct inter-connector for I-5 and SR 44.

Co-nominator(s)

- Shasta County RTPA will be co-nominating this project.

District Contact Information

- For additional information, please contact the Project Manager, Chris Harvey, (530)225-3101, chris_harvey@dot.ca.gov

INTERSTATE 5 – RIVERSIDE TO BONNYVIEW, UPGRADE FROM 4 LANE FREEWAY TO 6 LANE FREEWAY

Project Proposal

- This project proposes to improve operations on I-5 in Redding by converting the 4-lane freeway to a 6-lane freeway from the Riverside interchange to the Bonnyview interchange. This project will construct the lanes in the median. Most of this section of I-5 is in a slight fill allowing for minimal earthwork to accomplish the widening.
- This project is one of four coordinated CMIA improvements in the I-5 corridor to meet current transportation needs while reinforcing the State's commitment to the Fix Five Partnership. The Shasta County RTPA along with the other corridor local government agencies (cities and counties) in Shasta and Tehama County have formed the Fix Five Partnership to identify and implement solutions to the funding gap between traditional transportation revenues and the projected corridor needs. The CMIA programming of these projects provides the State commitment and foundation the partnership will need in marketing to local decision makers the value of a traffic impact fees in concert with State highway funds in meeting current and future I-5 needs.
- Constructing this project is a critical element in meeting the goals of the Strategic Growth Plan. Regional and interregional traffic volumes for this segment are projected to greatly increase over the next 10-20 years. This is already the single most congested segment of I-5 north of Sacramento in California. This project is included in the 2004 Shasta County Regional Transportation Plan.

Schedule/Cost

- This approximate cost of the project is \$79,000,000 (\$66,000,000 capital, \$21,000,000 support). It is proposed to fund this project from CMIA.
- With programming, PA&ED is scheduled for May 2008, PS&E and R/W cert is scheduled for February 2010. Construction can commence in August 2010.

Proposed Performance Improvement Measure

- This project will provide capacity and reduce projected congestion in ten years to levels less than experienced today.

Co-nominator(s)

- Shasta County RTPA may be nominating this project

District Contact Information

- For additional information, please contact the Project Coordinator, Dave Moore, (530)225-3481, dave_moore@dot.ca.gov.

ROUTE 299: BUCKHORN GRADE IMPROVEMENT PROJECT

PPNO 0166A

Project Proposal

- This project is located in Shasta County on State Route 299 along a mountainous two lane highway comprised of almost continuous reversing curves on a steep grade over extremely rugged terrain. The project proposes to construct a new alignment on or about the existing alignment that will provide a 50 mph design speed (more gradual curves), standard shoulder widths, and extensive truck climbing lanes.
- This project will remove the only major obstacle to STAA truck access for Trinity, Humboldt, and Del Norte Counties, as well as reduce maintenance costs, allow for more reliable goods movement, and improve safety. It is important to note that even though the current AADT of 4000 vpd is not very large, there is currently no STAA truck access to Trinity, Humboldt, and Del Norte counties, significantly limiting efficient goods movement to the area to accommodate the 12.5% truck volume.
- The project is included in the Shasta County Regional Transportation Plan.

Schedule/Cost

- The total escalated cost of the project is estimated at \$249,000,000. This amount includes \$5,400,000 which has already been allocated to the project to develop the project PAED, funded from the ITIP and RTIP from our local partners from Humboldt, Shasta, and Trinity Counties. Other funding options include funding a central segment of the grade improvement at a total escalated cost of \$117,000,000, which would allow for the remaining segments of the project to be funded and constructed from future sources. Several options exist for funding smaller segments of the overall project to match funding constraints. It is anticipated that if CMIA funds are not available for this project, future STIP funds would be requested.
- The current PAED target date is 8/1/2008, and pending funding, PS&E and R/W Cert are anticipated by 6/30/2011, with Construction Start by 10/1/2011.

Proposed Performance Improvement Measure

- This project will close the gap in goods movement and connectivity by allowing STAA truck access to Trinity, Humboldt, and Del Norte Counties. In addition, this project will pave the way for expanded deep water port activities in Humboldt County.
- Increased system reliability and significantly reduced user delay will result during periods of winter operation where frequent slides, slip outs, and difficult plowing conditions currently exist, often closing the route to all traffic.
- Equally important to Caltrans and our local partners is a significant reduction in the high accident rate along this portion of State Route 299, which currently averages one reported accident every ten days.

Co-nominator(s)

- Del Norte, Humboldt, Shasta, and Trinity Counties have all expressed some interest in the Buckhorn Project. These Counties and Districts 1 and 2 are meeting on December 11th at which time it will be determined which of these Counties will be nominating Buckhorn for CMIA funding.

District Contact Information

- For additional information, please contact the the Buckhorn Grade Improvement Project Manager, Clint Burkenpas, (530)225-2455, clint_burkenpas@dot.ca.gov.