

## STAFF REPORT

**SUBJECT:** Propositions 1B Corridor Mobility Improvement Account Project Applications

**MEETING DATE:** December 21, 2006

**AGENDA ITEM: 4**

**STAFF CONTACT:** Jim Kemp, Stephen VanDenburgh

**RECOMMENDATION:**

Receive report on CMIA funding approved by the California Transportation Commission for projects nominated by SBCAG.

**DISCUSSION:**

Proposition 1B created 12 new transportation programs to be funded from bond proceeds, including the \$4.5 billion Corridor Mobility Improvement Account (CMIA) administered by the California Transportation Commission (CTC). This program funds projects selected by the CTC that reduce congestion by expanding capacity and enhancing operations, improve travel times in high congestion corridors, enhance access to jobs, markets, housing and commerce, or improving connectivity between rural and urban areas. Sixty percent of program funds must be expended on projects in counties in the south part of the state (Santa Barbara County is included in the south group) and 40% on projects in the north.

Proposition 1B requires that projects funded by the CMIA be under construction by *December 31, 2012*. Consequently, the CTC wasted no time after the election in soliciting applications for funding. Funding requests were due to the CTC by January 16, 2007. Prop 1B required that the CTC select projects for funding by March 1. The SBCAG board directed staff to submit four applications. The board did not rank or prioritize the applications.

Following are the four projects nominated by SBCAG:

Santa Maria River Bridge 6 Lane Widening

\$58.54 million was requested by SBCAG, the San Luis Obispo Council of Governments (SLOCOG) and Caltrans District 5 for the Highway 101 Santa Maria River Bridge Widening Project, which would widen the bridge from 4 to 6 lanes. Part of the incentive for submitting this project was to eliminate a potential bottleneck that would be created at the bridge when the Highway 101 Santa Maria six lane widening project is finished. The bridge project has completed its environmental studies utilizing STIP funding contributed by SBCAG, SLOCOG and Caltrans. Design is underway utilizing a \$2.7 million federal earmark secured by Congresswoman Capps, and there will be only minor right of way acquisitions needed to move the project forward. No funding is currently programmed

towards the project's estimated \$58 million construction and right of way cost. Under the proposed application, funds from the CMIA program would provide funding for construction scheduled to start in March 2010.

#### Highway 101 Six Lane HOV Widening in Santa Barbara and Ventura Counties

An application requesting \$151.5 million was submitted for support costs and construction by SBCAG, the Ventura County Transportation Commission, and Caltrans Districts 5 and 7 to widen Highway 101 from Mussel Shoals in Ventura County to Casitas Pass Road in Carpinteria, a distance of 6.2 miles. Construction start date: February 2011. The project would complete the widening of about 6 miles of the 16 mile 4-lane stretch of 101 between Ventura and Santa Barbara.

#### Highway 101 Six Lane Widening Environmental Studies/Preliminary Engineering

SBCAG submitted an application for \$12.6 million to conduct environmental studies and preliminary engineering to convert the four lane corridor from Casitas Pass Road to Milpas Street into a 6 lane facility with HOV lanes and ITS elements. If the HOV widening project above was funded, the environmental analysis would cover Casitas Pass Road to Milpas Street.

#### Milpas-Cabrillo\Hot Springs

SBCAG requested \$28.6 million for construction of the Milpas-Cabrillo\Hot Springs project. Because this 101 widening segment is scheduled for construction in the Spring of 2008, the CTC would have had a guarantee that the project would meet the 2012 construction deadline. It would also have provided the Governor an early opportunity to attend a ribbon cutting ceremony and celebrate a project delivered through the Prop 1B bond program. Because the project is nearly fully funded, the application proposed that \$22.4 million in STIP funds programmed to the Milpas project would be transferred to the Carpinteria area of Highway 101 to extend the mainline widening north of Carpinteria.

#### Stiff Competition for Funding

The CTC received a total of 149 project applications amounting to over \$11.3 billion in proposed funding. The CTC staff reviewed the applications based on project readiness for construction, demonstratable congestion relief and connectivity benefits, geographic balance, and the north-south split.

In their first recommendations released on February 16, they proposed \$2.8 billion in CMIA funding for 43 projects including \$58 million for construction of the Santa Maria River Bridge Widening and \$131.5 million for construction of the Ventura-Santa Barbara 101 widening. The Highway 101 6 Lane environmental studies project, and the Milpas-Cabrillo\Hot Springs project did not fit the CMIA program criteria well and did not score well. They were not recommended for funding.

Many large capacity increasing projects from the large urbanized areas around the state were left out of the recommendations, such as the \$730 million HOV lane project on Highway 405 in Los Angeles. The CTC staff was concerned about the delivery dates of many of the projects left out of their recommendation, including the 405 project. They recommended that a second round of programming be done at a later time to program the \$1.7 billion balance of funds. They also reasoned that some projects were a better match for other programs in Prop 1B, such as funding for Trade Corridors. Finally, the CTC staff recommended that no funding for support costs be allocated from the CMIA program. There was no prohibition in funding support costs in the CMIA guidelines. This aspect of their recommendation wasn't a major concern on the Santa Maria River

Bridge. The CTC staff recommended \$58 million to construct the project but did not recommend \$500,000 for right of way capital and support. SBCAG and SLOCOG let the CTC staff know they would recommend STIP augmentation funding to cover the \$500,000 in right of way costs. On the Ventura\Santa Barbara 101 widening project, covering \$19.9 million shortfall in support costs from other sources wouldn't be so easy. In fact, it was a major concern for VCTC. With large STIP funded projects already underway, VCTC's STIP funds would be directed to cover shortfalls on those projects. They would have no funding in the near term to program to the 101 widening project, certainly not in time to meet the December 31, 2012 construction deadline.

The February 20 meeting of the CTC on the staff recommendations was tumultuous for the CTC. A parade of legislators, mayors and other elected officials expressed concern that their projects had been left off the list or under funded. Senator McClintock spoke in support of the Ventura\Santa Barbara 101 widening and urged the commission to fully fund the support costs for the project. Assemblyman Nava, an ex-officio (non-voting) member of the CTC because he is chair of the Assembly Transportation Committee, also encouraged the CTC to fund the support costs. Jim Kemp and Ginger Gherardi also urged the same. At the end of the day, the Governor sent a letter to the CTC urging that they program more funding to projects. His letter included support for preventing delays on the Ventura\Santa Barbara 101 project by helping SBCAG and VCTC fully fund the project.

When the second draft recommendations were released on February 26, the CTC staff recommended funding 50 projects with \$4.26 billion. They recommended setting aside \$90 million for administration costs and \$150 million for programming of ITS projects at a later date. The 101 widening still had a \$19.9 million shortfall in their CMIA funding recommendations, though the CTC staff indicated to VCTC and SBCAG staff that they proposed funding the shortfall through the STIP augmentation using \$19.9 million in Caltran's share of STIP augmentation funds. The Santa Maria River Bridge project construction remained fully funded.

#### Great News\Disappointing News

Going into the February 28 CTC meeting where the commission was going to make its funding decisions, things looked very positive for SBCAG's projects. And indeed at the end of the day, the Ventura\Santa Barbara project did get full funding of \$131.6 million from the CMIA program and a commitment by the CTC and its staff to program support costs through the STIP augmentation using Caltrans' STIP funds. This is great news for thousands of commuters stuck in Highway 101 traffic. It also helps alleviate a concern that SBCAG staff heard in post election interviews correlating the failure of Measure D 2006 in part to a lack of demonstratable progress in widening Highway 101 on the South Coast. If the Board decides to place a new measure on the 2008 ballot, the board will also be able to point to progress made by the CMIA project and the Measure D funded Milpas-Cabrillo\Hot Springs project which will start construction in the Spring of 2008.

The SBCAG region was not so fortunate with the Santa Maria River Bridge. Despite the staff's recommendation that all but \$240 million in CMIA funds be programmed to projects around the state, rather than the original recommendation of \$2.8 billion, it was clear from the very start of the meeting that the CTC had listened to the concerns of the Bay Area counties and the large Southern California counties of L.A., Orange, Riverside, San Diego and San Bernardino who were still not satisfied they were getting a fair share of the program's funds. Consequently, the CTC decided to program \$150 million for ITS projects to capacity increasing projects in urban areas. They also sacked a \$177 million

project in Mendocino County recommended by their staff and programmed the funds to projects in the Bay Area. Finally, at the end of the meeting, they sacked the Santa Maria River Bridge project to fund projects in L.A., Orange, Riverside and San Diego counties. It was clear that the CTC heard the concerns of the urban area legislators and responded by shifting funding from rural area projects to urban congestion relief projects.

#### Where Do We Go From Here

Environmental studies will begin in short order on the Ventura\Santa Barbara widening project by Caltrans District 5 and 7. SBCAG, VCTC and the city of Carpinteria are expected to participate on the project development team.

SBCAG and VCTC will be required to sign an MOU by the June CTC meeting committing the project to the delivery schedule and cost in the project application. The MOU may require SBCAG to commit to funding a share of project shortfalls, if any, that the project experiences.

At this time, STIP augmentation funding for construction is not a near term option for the Santa Maria River Bridge. SLOCOG has indicated they would not be able to program their \$12 million share of construction at this time. Caltrans will probably not be supportive of programming their 60% share of construction, or \$35 million, in STIP augmentation funds. Because the STIP guidelines prohibit partial funding of construction, SBCAG's \$12 million share of construction cannot be programmed to the project at this time since funding for the balance of the \$58 million has not been identified.

In the near term, SBCAG staff believes that the CMIA program or Measure D 2008 are the best bets for getting construction funded.

The Santa Maria River Bridge project was a contender for funding until the last hour of the February 28 meeting. It will remain a highly competitive project for CMIA funding should another project fall out of the program. The CTC is expected to create a delivery council consisting of CTC staff, Caltrans and regional agency staffs to monitor the progress of CMIA projects. The council would advise the CTC when a project is not meeting deadlines and should be removed from the program. Should a project be defunded, it is important for SBCAG to be ready to bring the bridge project forward for funding. This will require that the \$1.4 million design shortfall and \$500,000 in ROW costs be funded through the STIP augmentation by SBCAG, SLOCOG and Caltrans so that Caltrans can get the project ready to list. Funding of these project costs through the STIP augmentation is included in item #5 on the March TTAC agenda.

As a fallback, construction funding could be included in the expenditure plan for Measure D 2008, just as it was in Measure D 2006. There are fewer regional projects in the North County to include in an expenditure plan, so the bridge would be a strong Measure D contender if not funded through the CMIA program.

#### **RECOMMENDATION**

This is a discussion item for TTAC. SBCAG staff will be happy to answer any questions on the matter.

<b>SBCAG Project</b>	<b>Amount Requested</b>	<b>Feb. 16 CTC Staff Funding Recommendation</b>	<b>Feb. 26 CTC Staff Funding Recommendation</b>	<b>Final CTC Funding Allocation</b>
SM River Bridge Widening	\$58.540 million	\$58.040 million  500k for ROW should be funded from STIP augmentation.	\$58.040 million	\$0
Highway 101 Six Lane HOV Widening Project in Ventura & Santa Barbara Counties	\$151.5 million	\$131.6 million  Use local/regional funds to cover \$19.9 million in support costs	\$131.6 million  Fund support costs w \ \$19.9 million in STIP augmentation from Caltrans	\$131.6 million  Fund support costs w \ \$19.9 million in STIP augmentation from Caltrans
Environmental Studies - Highway 101 Six Lane Widening	\$12.6 million	\$0	\$0	\$0
Milpas\Cabrillo-Hot Springs	\$28.6 million	\$0	\$0	\$0

## Commission approves funding for California highway projects

In the biggest infusion of transportation dollars in decades, the California Transportation Commission approved spending \$4.5 billion for dozens of projects across the state. Southern California will receive \$2.7 billion, much of it to add carpool lanes to freeways.

County/ Route	Description	Amount (in millions)	Award date
<b>Alameda</b>			
580	EB HOV lane, Hacienda to Greenville	\$72.2	2/08
580	WB HOV lane, Isabel (Rt 84) interchange	68.0	7/08
580	WB HOV lane, Greenville to Foothill	101.7	8/11
880	SB HOV lane, Marina-Hegenberger	94.6	10/11
<b>Alameda/ Contra Costa</b>			
80	Integrated freeway/local road management, Carquinez-Bay Bridge	55.3	7/09
<b>Calaveras</b>			
4	Angels Camp bypass	4.4	6/07
<b>Contra Costa</b>			
4	Widening, Somersville to Rt 160	85.0	11/09
<b>Contra Costa/ Alameda</b>			
24	Caldecott Tunnel - 4th Bore	175.0	6/09
<b>El Dorado</b>			
50	HOV lanes, county line to Bass Lake IC	20.0	7/08
<b>Kern</b>			
46	Kecks Rd 4-lane (Kecks Rd to Rt 33)	45.0	7/10
<b>Kings</b>			
198	4 lane expressway, Rt 43 to Rt 99 (North)	48.7	8/09
<b>Los Angeles</b>			
5	HOV/addl. lane, Orange County line to Rt 605	387.0	8/10
5	HOV lanes, Rt 134 to Rt 170	73.0	11/08
405	NB HOV lane, Rt 10 to Rt 101	730.0	4/09
<b>Marin</b>			
101	Marin-Sonoma Narrows Seg. A (Novato)	82.4	12/10
101	WB 580 to NB 101 Aux lane	20.0	3/09
<b>Monterey</b>			
1	2-lane expressway, Salinas Rd interchange	37.1	7/09
<b>Napa/Solano</b>			
12	Jameson Canyon widening, phase 1	74.0	9/10
<b>Nevada</b>			
49	La Barr Meadows widening	18.6	6/09
<b>Orange</b>			
22	HOV connector, Rt 22/405 and 405/605	200.0	3/10
57	Widen NB, Rt 91 to Lambert Rd	70.0	6/10
57	Widen NB, Katella Ave to Lincoln Ave	20.1	5/11
91	Add lanes, SR 55 to Gypsum	22.0	2/12
<b>Orange/ Riverside</b>			
91	EB Aux lane, Rt 241 to Rt 71	71.4	8/09
<b>Placer</b>			
65	Lincoln Bypass	73.7	12/08
80	HOV & aux lanes, Sac. Co to Eureka Rd Phase 2	15.0	5/08

County/ Route	Description	Amount (in millions)	Award date
80	WB HOV & aux lanes, Eureka to Rt 65 Phase 3A	34.0	5/09
<b>Riverside</b>			
91	HOV lanes, Adams St to 60/91/215 interchange	157.2	6/11
215	Widen I-15 to Scott Road	38.6	11/10
<b>Sacramento</b>			
50	HOV lanes, Watt Ave to Sunrise Blvd, Phase I	80.0	9/09
	White Rock Rd 4 lane, Sunrise Bl-Prairie City Rd	22.0	5/11
<b>San Bernardino</b>			
10	Widen Ramps, Aux lanes, Cherry, Citrus & Cedar	19.2	6/09
10	WB mixed flow lane, Live Oak Cyn to Ford St	26.5	2/10
215	HOV & mixed lanes, Rt 10-Rt 210, segments 1&2	49.1	8/08
215	HOV & mixed lanes, Rt 10-Rt 210, segment 5	59.0	11/10
215	Route 210/215 connectors	22.0	3/09
<b>San Diego</b>			
15	Managed lanes, Rt 163 to Rt 56	350.0	6/08
805	North Coast Corridor, Stage 1A, Unit 2	82.0	8/10
<b>San Joaquin</b>			
205	Aux lanes, 4 locations in Tracy	25.0	5/10
<b>San Luis Obispo</b>			
46	4-lane expwy, Geneseo to Almond (Whitley 1)	67.7	7/10
<b>San Mateo</b>			
101	Aux lanes, Embarcadero-Marsh Rd	60.0	4/11
<b>Santa Barbara/ Ventura</b>			
101	HOV lanes, Mussel Shoals to Casitas Pass Rd	131.6	2/11
<b>Santa Clara</b>			
101	Widening, Yerba Buena to I-280/I-680	30.0	3/10
101	Aux lanes, Rt 85-Embarcadero	84.9	6/11
880	SB HOV Extension, SR 237 to US 101	71.6	12/10
<b>Santa Cruz</b>			
1	Aux lanes, Morrissey to Soquel Ave.	16.2	6/10
<b>Shasta</b>			
5	Cottonwood Hills Truck Climbing Lanes	22.9	5/11
<b>Solano</b>			
80	HOV lanes, Fairfield Rt 80/680/12 - Putah Creek	56.2	6/08
<b>Sonoma</b>			
101	HOV lanes, Wilfred Av-Santa Rosa Av	44.8	12/08
101	HOV lanes, Railroad Av-Rohnert Park Expwy	42.8	4/09
101	HOV lanes, Steele-Windsor River (North Ph A)	68.4	9/08
<b>Stanislaus</b>			
219	Widen to 4-lanes, Rt 99 to Marrow Rd	14.8	9/07
219	Widen to 4-lanes, Marrow Rd to Rt 108	18.8	12/09
<b>Tulare</b>			
198	4 lane expressway, Rt 43 to Rt 99 (South)	22.9	8/09
<b>Tuolumne</b>			
108	East Sonora Bypass, Stage 2	17.2	1/10

Abbreviations used: HOV lanes - carpool lanes; EB, WB, NB and SB - eastbound, etc.; SR - state route; US - U.S. route; Aux lanes - auxiliary lanes

Source: California Transportation Commission

RAY ENSLOW Los Angeles Times

Commission approves funding for California highway projects

March 1, 2007