



## ***MEMORANDUM***

**TO:** Board of Directors **DATE:** January 12, 2010

**FROM:** Celia McAdam, Executive Director

**SUBJECT:** **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA)  
STRATEGY UPDATE**

### **ACTION REQUESTED**

- 1) Approve revised strategy for use of CMIA savings for projects in Placer County as shown in Attachments 1 and 2, including:
  - redistribution of federal earmark savings for I-80 Bottleneck projects and
  - prioritization of CMIA Round 2 funding application for Lincoln Bypass Phase 2
- 2) Provide letters of support for other regional projects as requested.

### **BACKGROUND**

In August 2009, the Board adopted the I-80 Corridor Plan and Lincoln Bypass Completion Strategy. These plans were based on the representation and understanding that project sponsors would be able to retain CMIA savings for projects on the same corridor. Unfortunately, those rules have fundamentally changed and we must adjust our strategy accordingly.

Specifically, project sponsors no longer have the first call on retaining savings on the corridor. The CMIA share of those project savings have been swept back into a pot for another round of competition.

### **DISCUSSION**

Staff will provide a presentation of the updated rules for use of CMIA monies at your Board meeting. Eligible projects for the new round of CMIA funds are limited to those which applied for but did not receive funding in the 2007 round, and enhancements to projects that did receive funding. In Placer, that is the I-80 Bottleneck and the Lincoln Bypass.

Available funding for all of Northern California is expected to be around \$120 million – ironically, about 1/3 of that is generated by Placer project savings. Because of the highly competitive nature of the new round of CMIA funding, staff recommends we focus our efforts on the larger dollar amounts needed for the Lincoln Bypass Phase 2.

#### ***I-80 Bottleneck Strategy***

Instead of the previous strategy to move \$3M of CMIA savings to the I-80/Eureka Road Interchange construction, it is recommended that this project be entirely funded with PCTPA's Federal earmark share. While this would mean less funding would be available for the preconstruction of the I-80/SR 65 Interchange Improvements, it also removes low-dollar local competition for CMIA funding.

***Lincoln Bypass Phase 2***

Staff recommends enhancing our previous strategy to apply for the full \$55 million needed to complete the Lincoln Bypass as a 4 lane facility to Sheridan. Within this application, there will be a smaller usable segment of \$22 million, which would extend the 4 lane section from Markham Ravine to Wise Road.

The reason for this approach is two-fold: with the heavy competition and relatively small amount of money available, it could be challenging to obtain the full \$55 million we need, so a right-sized option is critical. By the same token, we need to continue to be on record as needing the full funding amount, particularly if there is yet another round of savings available.

***Caltrans Priorities and Other Regional Projects***

Caltrans Districts have been asked to review and prioritize the eligible projects in their region. Caltrans District 3 has designated the I-80 Carpool Lanes from I-5 to Longview Drive in Sacramento County as their “Plan A” priority, with the Lincoln Bypass Phase 2, SR 50 Improvements in El Dorado County, and SR 50/Watt Avenue Interchange Improvements as their “Plan B”.

While staff recommends the Board designate the Lincoln Bypass Phase 2 as our top priority for CMIA funding, it is further recommended that we join with our regional partners to also support projects in Sacramento and El Dorado Counties.

TAC has reviewed these strategies and concurs with staff recommendation.

CM:ss

## **I-80 CORRIDOR STRATEGY**

*August 2009*

*Revised January 2010*

- **Fully fund all phases of the I-80 Bottleneck on the existing schedule;**
- **Fully fund \$8 million for pre-construction costs for the I-80/SR 65 Interchange;**
  - Reprogram ~~\$6,609,886~~ \$3,500,000 in Federal earmark and ~~\$1,390,114~~ \$430,000 in SPRTA match funds to I-80/SR 65 Interchange project to begin work in the current fiscal year of 2009/10
  
  - Request funding earmark of \$4.1 million in the FY 11 Federal Transportation Appropriations bill to fund preconstruction of the I-80/SR 65 Interchange Improvements
  
- **Return \$4.5 million in savings to SPRTA;**
  - ~~Keep obligation in place as reserve until Phase 3 is completed in 2011~~
  
- **Redirect \$5.74 million to complete construction of the I-80/Eureka Road Interchange Improvements;**
  - Reprogram ~~\$2,810,273~~ \$5.74 million in Federal earmark and ~~\$2,929,727~~ in CMIA funds to I-80/Eureka Road Interchange Improvements to begin construction in FY 2010/11
  
- ~~**Return \$12.2 million in savings to the Proposition 1B Corridor Mobility Improvement Account (CMIA).**~~
  - ~~Keep obligation in place as reserve until Phase 3 is completed in 2011~~

# **LINCOLN BYPASS COMPLETION STRATEGY**

*August 2009*

*Revised January 2010*

**GOALS:**     *Phase 1 completed in Spring 2012 within \$295.6 million budget*  
              *Phase 2 begin construction in Spring 2012 within \$55 million budget*

- **Complete Phase 1 project on time and on budget**
  - Continue to work closely with Caltrans and DeSilva Gates/Flatiron to ensure Phase 1 of the Lincoln Bypass remains on budget and on schedule, to maximize the savings to be reallocated to Phase 2.
  
- **Aggressively pursue Federal funding for Phase 2**
  - At the Board's request, Congressman McClintock has submitted a request of \$3 million for Phase 2 from Federal transportation reauthorization bill. Staff is working closely with our Federal advocate to advance this request in the final bill.
  
  - Actively pursue funding for the remaining \$18.203 million needed for project completion under the discretionary Federal Transportation Investment Generating Economic Recovery (TIGER) program. This effort is a long shot, as it is a highly competitive Federal stimulus program only provides \$1.5 billion nationally, with perhaps \$200 million expected to go to California projects. Staff will work closely with Caltrans, our Federal advocate, and our congressional delegation to secure this funding.
  
- **Aggressively pursue any other funding opportunities that might arise**
  - Actively and strategically pursue funding from subsequent rounds of Corridor Mobility Improvement Account (CMIA) funding to complete the Lincoln Bypass
  
  - The Federal stimulus and Corridor Mobility Improvement Account are two examples of unexpected funding opportunities for quality infrastructure projects like the Lincoln Bypass. Staff will continue to work with our partners, along with our Federal and State advocates, to identify and pursue any opportunities that might arise.
  
- **Use committed funding to keep Phase 2 on schedule**
  - ~~Should we be unable to secure Federal funding in the next year, work with California Transportation Commission (CTC) and Caltrans to obtain agreements to release a portion of the SPRTA funds held in reserve for Phase 1 to commence design for Phase 2.~~
  
  - ~~Work with the CTC to amend the Corridor Mobility Improvement Account (CMIA) Agreement to reallocate Phase 1 savings to Phase 2. Staff recognizes this is not likely to occur until mid to late 2011, as the Phase 1 is nearing completion.~~

## *Attachment 2*

- Use committed local funding from the South Placer Regional Transportation Authority (SPRTA) to expedite project development and leverage CMIA, Federal, and other funding
- **Rephase only if necessary**
  - Under no circumstances will we let any committed funds lapse. If all else fails, develop a phased project to meet required funding timelines that constructs the maximum amount of 4 lane segment for the Lincoln Bypass.
  - Keep pursuing funding to complete the final phase as quickly as possible.