

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2010

Item Number 6

California Transportation Commission Update

Subject: Update on the December 2009 California Transportation Commission Meetings

Background: The California Transportation Commission is responsible for the programming and allocation of funds for the construction of highway, passenger rail and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has four (4) CTC members in its geographic area: Bob Alvarado, Jim Ghielmetti, Carl Guardino, and Patrick Mason.

December CTC Meeting (December 9-10, Sacramento, California)

The Commission met in Sacramento in December, and discussed the following issues of significance to the Bay Area:

Proposition 1B Guidelines for Letters of No Prejudice (LONP) – The CTC approved guidelines for projects using Proposition 1B funds to use their local funds in advance of receiving a CTC allocation of Proposition 1B funds. With CTC's approval, agencies that use local funds in advance of receiving an allocation will be eligible to be reimbursed once Proposition 1B funds become available. CTC would consider LONP requests at their January meeting.

CMIA Cost Savings Proposal – The CTC adopted an update to their Corridor Mobility Improvement Account (CMIA) Accountability Implementation Plan, which prescribes how cost savings and overruns on CMIA projects should be handled. The update focused on cost savings, and how the CTC would allocate those savings. Under the adopted supplement, 10% of the savings would remain available for the original project for any potential claims, while the remaining 90% would be available for the CTC to program on other projects that were originally proposed in the CMIA program but did not receive funding, or on projects that enhance existing CMIA projects.

Trade Corridor Investment Fund Amendments – The CTC approved various amendments for TCIF projects sponsored by the Port of Oakland. The two Port projects have identified savings and will reduce the Northern California demand on TCIF funds by about \$42 million, while still delivering critical goods movement benefits to the Port and Northern California.

Issues: No issues.

Recommendation: Information. No action required.

Attachments: No attachments.