

Metropolitan Transportation Commission Programming and Allocations Committee

January 11, 2012

Item Number 5a

Proposition 1B TCIF/CMIA Update

Subject: Update on the Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor Investment Fund (TCIF) Programs

Background: California voters approved Proposition 1B in November 2006, which provides almost \$20 billion for transportation improvements. Of the programs created by Proposition 1B, two programs managed by the California Transportation Commission (CTC) have upcoming deadlines. All projects receiving CMIA funds must be under construction by December 31, 2012, and all projects receiving TCIF funds must be under construction by December 31, 2013.

CMIA Program. The Bay Area has received over \$1.5 billion in CMIA funds for corridor mobility projects (Attachment A). Caltrans and the CTC ranked the undelivered projects at the December CTC meeting, with three projects in the Bay Area listed as “high risk” – two projects in Santa Clara County and one project in Solano County.

Of these projects, the two projects in Santa Clara County are at risk due to lack of a full funding plan. CTC staff has indicated they may be willing to add CMIA savings to the I-880/Stevens Creek Interchange project to complete the funding plan for a project with expanded scope. However, CTC has indicated that the US-101 Capitol Expressway/Yerba Buena Interchange project will be removed from the CMIA program if funding is not identified to fill the roughly \$5 million gap necessary to deliver the approved project scope. MTC staff is working with VTA staff to develop a funding solution that could involve a funding exchange between regional funds and local funds.

The I-80/680/12 Interchange project in Solano County is unlikely to meet the delivery deadline of December 2012. Therefore, CTC staff is expected to recommend the project be de-programmed from the CMIA program at the January CTC meeting. However, the Solano I-80/680/12 Interchange project may be eligible for TCIF funds, which has a longer delivery timeframe, and therefore TCIF funds are among the potential contingency funding plans should CMIA funds be de-programmed.

Staff recommends that the region return \$24 million in CMIA funds from the Solano Interchange project given the delivery timeline and potential alternative delivery strategy. The region is poised to compete well for these returned CMIA funds as well as up to \$50 million in other Northern California CMIA project savings. Attachment B lays out staff’s recommended priorities for programming these funds, listed in order of deliverability. Among the ready-to-go projects is the Santa Clara County I-880/ Stevens Creek Interchange project mentioned earlier as being at risk because of its funding shortfall, and a cost increase for the Caldecott tunnel which has experienced a cost increase due to differing site conditions during excavation. Actions related to the CMIA program of projects will be considered by the CTC between January and March 2012, based on deliverability (CTC allocation) by June 2012.

TCIF Program. The Bay Area has about \$460 million in TCIF funds programmed to various trade corridor improvement projects (Attachment C). The CTC has determined that two of the projects in the Bay Area are high-risk, due to the potential lack of a full funding plan. The two projects – the Outer Harbor Intermodal Terminal (OHIT) and the 7th Street Grade Separation – are sponsored by the Port of Oakland, and have a combined total of \$240 million in TCIF funds. Due to the downturn of the economy since the original TCIF project application submittal, the Port has had difficulty securing funding for both projects. Furthermore, the Port was seeking a \$40 million TIGER III grant that did not materialize. CTC staff has indicated the Port should move one of the projects to the TCIF Tier 2 list if it cannot demonstrate full committed funding by the January CTC meeting. While the Port has not formally set a priority between the two projects, the OHIT project would likely be selected to move forward with TCIF should one project have to be moved to Tier 2.

Based on preliminary discussions with partner agencies, staff is recommending a proactive and comprehensive strategy to deliver as many CMIA and TCIF projects as possible, while being realistic about the near-term deadlines. To this end, should the CTC deprogram the \$110 million in TCIF Tier 1 funding from the 7th Street Grade Separation project, staff recommends the following:

- Use \$50 million of the Tier 1 capacity amount to eliminate the over-programming in the TCIF program
- Of the remaining \$60 million in Tier 1 funding, direct to three ready-to-go trade corridor projects, including the Solano I-80/680/12 Interchange project, as detailed in Attachment D.

This recommendation has received tentative agreement from the Northern California Trade Coalition. Actions related to the TCIF program of projects will be considered by the CTC in February and March 2012.

Issues: Staff continues to work with our partner agencies and will provide an update and any recommended changes based on the ongoing discussions at the committee meeting.

Recommendation: Direct staff to work with the CTC and the Northern California Trade Coalition to fund the potential TCIF projects listed in Attachment D, and to work with CTC and affected Congestion Management Agencies to fund the potential CMIA projects listed in Attachment B.

Attachments: Attachment A – List of CMIA Projects
 Attachment B – List of potential projects to receive CMIA funds
 Attachment C – List of TCIF Projects
 Attachment D – List of potential projects to receive redirected TCIF funds

**CMIA Projects - San Francisco Bay Area
Sorted by Caltrans-Identified Risk**

Attachment A

County	CMIA Project	CTC Approved CMIA Amounts or Actual Award Amounts	New Baseline Total Project Cost	Target or Actual CTC Allocation Meeting Date (Jun-12 deadline)	Risk summary
Solano	I-80/680/12 Interchange, Initial Construction Package 1	\$24,000	\$111,000	7/2012	Env. Doc and permits
Santa Clara	I-880/280 Interchange (Stevens Creek Interchange)	\$30,975	\$54,339	4/2012	Not fully funded
Santa Clara	US-101 Widening at Capitol Expressway (Yerba Buena IC)	\$24,000	\$38,776	4/2012	Not fully funded
Alameda	I-580 EB HOV Lane - Auxiliary Lanes (Segment 3)	\$21,563	\$22,263	5/2012	Plans and permits
Alameda	I-880 SB HOV Lane - Marina Blvd to Hegenberger Road	\$94,600	\$108,000	5/2012	Plans, ROW, permits
Marin/Sonoma	US-101 Marin Sonoma Narrows - Segment B-2 (Petaluma Br., IC)	\$72,717	\$123,133	4/2012	ROW
Regional	Freeway Performance Initiative (includes 5 subprojects)	\$42,957	\$84,739	5/2012	Plans
Alameda	I-580 WB HOV Lane - Greenville to Isabel (Segment 1)	\$49,336	\$89,056	4/2012	Plans
Alameda/ Contra Costa	I-80 Integrated Corridor Mgmt (Unallocated segments)	\$45,250	\$53,305	4/2012	Local MOU needed
Marin/Sonoma	US-101 Marin Sonoma Narrows - Segment B-1 (Southerly IC)	\$18,550	\$78,070	4/2012	ROW
Sonoma	US-101 Airport Interchange (North B Segment)	\$22,242	\$45,808	4/2012	Plans and ROW
Alameda	I-580 WB HOV Lane - Isabel to Foothill (Segment 2)	\$52,364	\$75,390	3/2012	Plans and ROW
Contra Costa	SR-4 Bypass - Freeway Conversion	\$33,000	\$41,162	1/2012	On track
Contra Costa	SR-4 Widening - Somersville to SR 160 (Segment 3A)	\$43,100	\$100,445	1/2012	On track
Alameda/ Contra Costa	I-80 Integrated Corridor Mgmt (Allocated segments)	\$10,050	\$11,250	10/2011	Allocated
Alameda	SR-84 Expressway in Livermore, Northern (Segment 1)	\$20,000	\$50,486	8/2011	Allocated
Napa / Solano	SR-12 Jameson Canyon Widening - Phase 1	\$73,990	\$135,669	8/2011	Allocated
San Mateo	US-101 Auxiliary Lanes - Embarcadero to Marsh Rd.	\$36,438	\$70,989	8/2011	Allocated
Santa Clara	I-880 HOV Lanes - SR 237 to US-101	\$71,600	\$95,000	8/2011	Allocated
Santa Clara	US-101 Auxiliary Lanes - SR-85 to Embarcadero Road	\$84,930	\$102,258	8/2011	Allocated
Contra Costa	SR-4 Widening - Somersville to SR 160 (Segments 1 and 2)	\$41,900	\$195,480	6/2011	Allocated
Marin	US-101 Marin Sonoma Narrows - Segment A-1 (HOV Lanes)	\$29,773	\$49,259	1/2011	Allocated
Sonoma	US-101 HOV Lanes - Old Redwood to Pepper (Central B)	\$16,312	\$18,532	1/2011	Allocated
Santa Clara	US-101 Widening - Tully Interchange	\$16,894	\$45,029	3/2010	Allocated
Sonoma	US-101 HOV Lanes - Railroad Ave to Rohnert Park Expwy (Central A)	\$17,359	\$89,422	6/2009	Allocated
Marin	US-101 - WB I-580 to NB US-101 Auxiliary Lane	\$17,852	\$17,852	5/2009	Allocated
Alameda/ Contra Costa	SR-24 Caldecott Tunnel 4th Bore	\$0	\$339,533	2/2009	Used ARRA
Alameda	I-580 / Isabel (SR 84) Interchange	\$45,258	\$106,188	1/2009	Allocated
Alameda	I-580 EB HOV Lane - Hacienda to Greenville (Segments 1, 2)	\$34,802	\$108,218	1/2009	Allocated
Sonoma	US-101 HOV Lanes - Wilfred Ave to Santa Rosa Ave (Wilfred)	\$30,700	\$70,605	11/2008	Allocated
Sonoma	US-101 HOV Lanes - Steele Lane to Windsor River Road (North A)	\$69,860	\$118,567	6/2008	Allocated
Solano	I-80 HOV Lanes - I-80/680/12 to Putah Creek in Fairfield	\$26,258	\$75,954	3/2008	Allocated, Partial ARRA
	<i>subtotal, projects considered High Risk</i>	<i>\$78,975</i>	<i>\$204,115</i>	<i>6.5%</i>	
	<i>subtotal, projects considered Medium Risk</i>	<i>\$188,880</i>	<i>\$253,396</i>	<i>15.5%</i>	
	<i>subtotal, projects considered Low Risk</i>	<i>\$306,799</i>	<i>\$567,975</i>	<i>25.2%</i>	
	<i>subtotal, projects allocated</i>	<i>\$643,976</i>	<i>\$1,700,291</i>	<i>52.8%</i>	
List Totals		\$1,218,630	\$2,725,777	100.0%	

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**METROPOLITAN TRANSPORTATION COMMISSION
SAN FRANCISCO BAY AREA**

Attachment B

**CMIA Savings Potential Projects
January 11, 2012**

County	Project Title	RTL/Allocation Date	CMIA Request	
			CMIA Requested Amount	CMIA Cumulative Amount
Potential CMIA Savings Projects - in order of Delivery				
Alameda	I-880 Mission Warren I/C & Grade Sep Imps	Mar-2012	\$10,000	\$10,000
Santa Clara	I-280/I-880 Stevens Creek Interchange, Ph. 2	Apr-2012	\$10,300	\$20,300
San Mateo	SR-82 Smart Corridor Southern Segment 3	Apr-2012	\$4,000	\$24,300
Contra Costa	SR-24 Caldecott Tunnel	Apr-2012	\$24,000	\$48,300
Santa Clara	US-101 Capitol Expwy/Yerba Buena Interchange	May-2012	\$7,100	\$55,400
San Mateo	US-101 Aux Lanes - Embarcadero to University Ave	May-2012	\$11,000	\$66,400
Contra Costa	I-680 Auxiliary Lanes (Sycamore Valley-Crow Canyon)	Jun-2012	\$19,500	\$85,900
Sonoma	US-101 MSN Segment C-3 (SR-116 Bridges)	Jun-2012	\$32,200	\$118,100
Contra Costa	SR-4 East Widening Segment 3B (Hillcrest Ave to SR160)	Jun-2012	\$44,000	\$162,100
Marin	US-101 MSN Segment A-2 (S/B HOV Extension)	Jun-2012	\$4,700	\$166,800
Marin	US-101 MSN Segment A-3 (N/B HOV Extension)	Jun-2012	\$15,500	\$182,300
				\$182,300

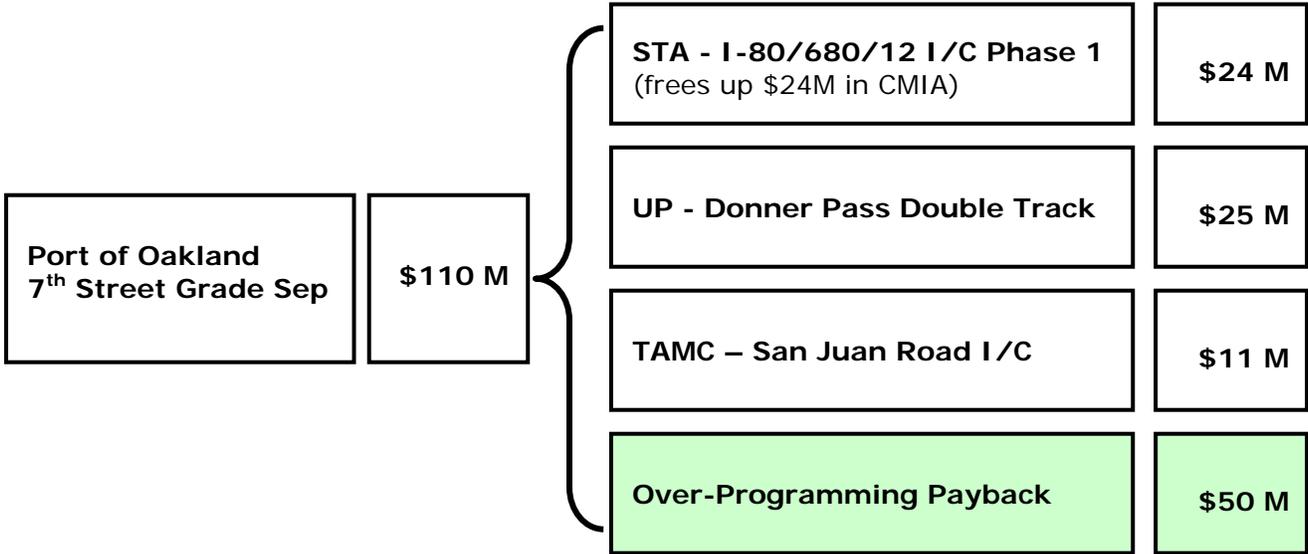
**TCIF Projects - San Francisco Bay Area
Sorted by Assessed Risk**

Attachment C

County	CMIA Project (Sponsor)	CTC Approved Prop 1B Amounts	New Baseline Total Project Cost	Target or Actual CTC Allocation Meeting Date	Risk summary
Alameda	7th Street Grade Separation (Port of Oakland)	\$110,252	\$220,504	6/2013	Not fully funded
Alameda	Outer Harbor Intermodal Terminals (Port of Oakland)	\$131,889	\$292,951	6/2013	Not fully funded
Alameda	I-880 Reconstruction North Safety Improvemts (29th-23rd) (ACTC)	\$73,000	\$96,787	2/2013	ROW
Contra Costa	Richmond Rail Connector (Caltrans)	\$10,880	\$21,760	5/2012	Rail Agreement
Contra Costa	Marina Bay Grade Separation (Richmond)	\$18,975	\$37,950	10/2011	Allocated
Alameda	I-580 Eastbound Truck Climbing Lane (Caltrans)	\$64,265	\$77,400	6/2011	Allocated, SHOPP
Solano	I-80 Eastbound Cordelia Truck Scales Relocation (STA)	\$49,800	\$100,900	6/2011	Allocated, SHOPP
	<i>subtotal, projects considered High Risk</i>	\$242,141	\$513,455		
	<i>subtotal, projects considered Medium Risk</i>	\$73,000	\$96,787		
	<i>subtotal, projects considered Low Risk</i>	\$10,880	\$21,760		
	<i>subtotal, projects allocated</i>	\$133,040	\$216,250		
	List Totals	\$459,061	\$848,252		

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Trade Corridor Investment Fund (TCIF) Funding Options



Note: North over-programmed by \$50 M

TCIF Total:	\$110 M
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