

**SCTA** Sonoma  
County  
Transportation  
Authority

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*Keeping Sonoma County Moving*

November 6, 2006

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Scott Haggerty, Chairman  
Programming and Allocation Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

RE: Item 4a – Resolution No. 3785, Proposition 1B, Corridor Mobility Improvement Account

Dear Chairman Haggerty:

As a follow up to the October California Transportation Commission (CTC), the Sonoma County Transportation Authority (SCTA) recently met and discussed Proposition 1B, focusing primarily on the Corridor Mobility Improvement Account (CMIA) Draft Guidelines presented by CTC staff. Staff has also reviewed MTC's draft Guidelines and Authorization for Call for Projects for the CMIA that the Programming and Allocation Committee will discuss on November 8.

After reviewing the CMIA Draft Guidelines in conjunction with a report from SCTA staff about the regional discussions taking place on the CMIA program, the SCTA felt it important to formally express to you and the Committee its thoughts on the CMIA process and the role of our agency and the regional agency.

The SCTA supports the Draft Guidelines put forth by the CTC, but has concerns about the manner in which MTC staff is proposing to compile the regional submittal to the CTC. The primary issue of concern is the concept of a constrained versus non-constrained list of projects that will be developed for submittal to the CTC.

The CTC Draft Guidelines are quite clear that the CTC Commissioners are expecting to select projects they feel strongly about from a broad list of projects throughout the State. The focus will be on projects that improve mobility, reduce travel time and improve connectivity. The Bay Area has numerous projects that will meet this description and the SCTA feels it will be important to demonstrate to the CTC the needs within key corridors, without restricting ourselves to a specific dollar target. To do otherwise will limit our ability as a region to maximize the funding that could flow to us from this program and put us in a disadvantageous position should the CTC be more apt to select a certain type of project not on the MTC list or should projects in other regions fail to be delivered and funding is available later on in the program.

**Suzanne Smith**  
Executive Director

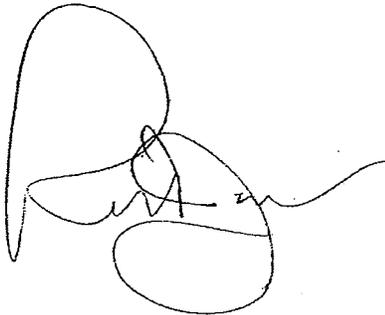
520 Mendocino Avenue  
Suite 240  
Santa Rosa, CA 95401  
PH: 707-565-5373  
FAX: 707-565-5370

Scott Haggerty, Chairman  
Programming and Allocation Committee  
Metropolitan Transportation Commission  
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MTC will play a critical role in packaging the Bay Area's projects and describing our needs. It is the SCTA's position that the MTC submittal should include key corridor improvement projects from throughout the region that are in keeping with Caltrans and CMA priorities. Should that list far exceed a likely target, then perhaps MTC should consider adopting two tiers of projects: the first that comes near the target and the second that more accurately shows our true need for funding. Projects from either tier could also be considered as contenders for funding in other bond measure categories such as Trade Corridors or in the ITIP.

Thank you for your attention to this important issue. The CMIA program will be an unprecedented infusion of capital into our transportation program. The SCTA looks forward to working with our regional partners to maximize the benefits of this program to the Bay Area.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Jehn". The signature is stylized with a large, looped initial "R" and a long, sweeping horizontal stroke at the end.

Robert Jehn  
Chairman, SCTA

Cc: Steve Heminger, MTC  
Bijan Sartipi, Caltrans  
CMA Executive Directors



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Programming and Allocations Committee

DATE: November 8, 2006

FR: Executive Director

W.I.: 1515

RE: Infrastructure Bond Trade Corridor and ITIP Program Development

In response to questions from several of our local partners, this memorandum clarifies staff's proposed approach for developing a tandem strategy for the Interregional Transportation Improvement Program (ITIP) and Trade Corridor elements of the infrastructure bond, as referenced in our November 8th Programming and Allocations Committee packet item.

MTC staff recommends that companion strategies for these two programs would be adopted at the same time as the Corridor Mobility Improvement Account (CMIA) program of projects. We would not be adopting a final program of projects for Trade and ITIP—largely because we will not have guidance yet from the California Transportation Commission (CTC) on what criteria will be used in their eventual determination of those two programs. We would also want to maintain flexibility to modify our ITIP and Trade project recommendations based on which CMIA projects ultimately are selected by the CTC. However, the rationale behind the tandem strategy is to acknowledge that significant synergies exist between the bond programs, and the ability to leverage one against the other maximizes possible investments in the region. Below is a summary of the specific next steps needed to pull a tandem strategy into shape by January 2007 alongside the CMIA program.

### ITIP

Fundamentally, we envision the ITIP strategy as a direct extension of the CMIA program:

- a) The CMIA submittal represents our most important congestion relief projects;
- b) Final CTC decisions for the CMIA will not exactly match the region's submittal; and
- c) The ITIP should therefore reinforce the CMIA project priorities—e.g. to fill inevitable gaps and ensure deliverability of key projects.

### Trade Corridor

Unlike the CMIA, state law does not assign a specific lead coordinating role to regional agencies for the \$2 billion trade infrastructure portion of the bond. Nor does it assign even the most basic geographic targets (e.g. North/South split). However, it is clear from informal listening sessions and conversations with CTC staff that regional input will be seriously considered in their deliberations. Based on a close reading of the statute, our past experience with the statewide Goods Movement Action Plan, and CTC and Caltrans staff discussions, we believe the following

key factors should influence how the Bay Area develops a competitive proposal to garner a reasonable share of the \$2 billion trade element:

- International trade gateways are the focus – The Trade Corridor Program is not focused on local or intra-regional goods movement distribution. Ingress/egress for international trade will be the key investment priority. Competition from Southern California is expected to be fierce, insofar as that region has a dominant international trade presence and well-publicized needs at the Ports of Long Beach and Los Angeles and the border with Mexico.
- Multi-regional/Corridor-based investments will be required – International trade corridors by definition are multi-regional – in fact, multi-state. The major international trade corridors in the Bay Area are the I-80 “Central” Corridor, and I-880/238/580 “Altamont” corridor. These two corridors recognize the unique two-way aspects of Northern California’s international trade gateway at the Port of Oakland: 1) access for Pacific Rim generated imports; and b) export market for California’s agricultural heartland. It is crucial that we coordinate with the Sacramento and San Joaquin Valley regions in developing a Northern California trade proposal.
- Multi-modal investments are essential – Our two key corridors have significant highway/truck movements, as well as current and potential rail capacity for goods movement.
- Rigorous match requirements in the statute – the 50% non-state matching requirement means that we must focus on projects that can garner significant public or private sector funding commitments outside the bond program.

We therefore would recommend assembling at the regional level a preliminary corridor-based trade program embracing the four factors outlined above. We have been working with public and private stakeholders in those corridors to develop such a proposal, and will continue discussions with the affected agencies in order to meet our January 2007 target for an integrated Bay Area CMIA, ITIP, and Trade Corridor proposal.



Steve Heminger

SH:ED