

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 20, 2014

Reference No.: 4.15  
Action

From: ANDRE BOUTROS  
Executive Director

Subject: **PROPOSITION 1B SAVINGS – Criteria for Selecting SHOPP Projects for Funding with Redirected SHA Funds**

## **ISSUE:**

Should the Commission adopt criteria for selecting State Highway Operation and Protection Program (SHOPP) projects that will be funded from redirected State Highway Account (SHA) funds generated by the exchange of accrued Corridor Mobility Improvement Account (CMIA) Program savings with State Transportation Improvement Program (STIP) projects that commenced construction prior to December 31, 2012?

## **RECOMMENDATION:**

Staff recommends that the Commission adopt the following criteria, in priority order, for selecting SHOPP projects that will be funded from redirected SHA funds generated by the exchange of accrued CMIA savings with STIP projects that commenced construction prior to December 31, 2012:

1. Traffic Management System (TMS) or Operational Improvement Projects.
2. Bridge Rehabilitation Projects

No other SHOPP projects will be considered for funding under the Proposition 1B CMIA savings policy.

## **BACKGROUND:**

At the January 2014 meeting, the Commission adopted a policy for the use of accrued Proposition 1B bond savings. Savings accrued in the CMIA Program are to be exchanged with SHA funds originally allocated to STIP projects that commenced construction prior to December 31, 2012. Exchanged SHA funds will be redirected to the SHOPP.

The Commission also requested that staff, in cooperation with Caltrans, develop criteria for selecting SHOPP projects to fund with the redirected SHA funds. Agreement was reached that SHOPP mobility projects should be the prime recipients of the funds generated from the CMIA savings policy.

Mobility projects are divided into two distinct groups: 1) TMS projects that improve the effectiveness, efficiency, and safety of the transportation system and 2) Operational improvement projects that improve traffic flow by reducing congestion and eliminating operational deficiencies at spot locations.

TMS projects include development of ramp meters, Closed Circuit TV (CCTV) cameras, vehicle detection systems, message signs, and fiber optic cable on major transportation corridors. These technologies when connected to a Traffic Management Center increase traveler safety, improve traffic flow, and improve the flow of commerce. Common operational improvement projects are short auxiliary lanes for merging or weaving between adjacent interchanges, intersection and signal modifications, and truck climbing lanes. The benefits of these operational improvements include reduction in travel time, delay and fuel consumption.