

#7 Corridor Mobility Improvement Account (CMIA) Program

Proposition 1B, approved by the voters in November, 2006, provides \$19.925 billion in general obligation funding for transportation improvements in California. A key program within the transportation bond measure is the Corridor Mobility Improvement Account (CMIA). This program provides \$4.5 billion for projects to be selected and administered by, the California Transportation Commission. It is a highly competitive program.

In selecting projects for funding under the CMIA program, the Commission intends to balance the following three general mandates provided in the Bond Act:

- Mobility improvement and other project benefits. The basic CMIA policy is objective is to improve performance on highly congested travel corridors. Improvements may be on the State highway system or on major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congestion travel corridors. To include a project in the CMIA program, the Commission must find that it “improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment.”
- Geographic balance between regions. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program is geographically balanced, consistent with the north/south split that applies to the STIP (40% north, 60% south), and to find that it “provides mobility improvements in highly traveled or highly congested corridors in all regions of California.”
- Early delivery. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program targets funding “to provide the mobility benefit in the earliest possible timeframe.” It also mandates that the inclusion of a project in the CMIA program be based on a demonstration that the project can commence construction or implementation no later than December 31, 2012.

Candidate projects for CMIA funding are due to the California Transportation Commission on January 16, 2007. CMIA recommendations are expected to be made public on February 1, and adopted on February 28, 2007.

There are two projects in Mendocino County that meet the requirements of the CMIA program: The U.S.101 bypass of Willits and the U.S. 101 bypass of Hopland. Due to concerns that the Hopland Bypass project could not be delivered in time to meet program objectives, only the Willits Bypass received serious consideration as a candidate project.

CMIA program guidelines are available on the CTC website at: www.catc.ca.gov/