



**FEBRUARY 11, 2010**

**AGENDA ITEM # 7**

**AMENDMENT TO MEASURE A CAPITAL ALLOCATION PLAN:  
INTERSTATE 80 AND INTERSTATE 5 BUS/CARPOOL LANES**

**Action Requested:** Amend Measure A Capital Allocation Plan

**Key Staff:** Brian Williams, Executive Director

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**Recommendation**

Amend the Measure A capital allocation plan to reallocate all future Measure A funds earmarked for the Interstate 80 bus/carpool lanes project to the Interstate 5 bus/carpool lanes project.

**Discussion**

In August, your Board updated the Measure A capital allocation plan to accommodate a reduction in our anticipated capacity to accelerate capital project delivery through bond funding. The availability of Measure A funding for many projects was pushed back to the final ten years of the 30-year Measure A term. The I-5 bus/carpool lanes project is now expected to receive its Measure A contribution in the period FY2023 to FY2028. The I-80 bus/carpool lanes project will not receive its Measure A contribution until the period FY 2032 to FY 2037.

The I-80 project and several other pending Caltrans construction projects in the Sacramento region are partially funded through the State Corridor Mobility Improvement Account (CMIA). Due to favorable construction bidding circumstances, Caltrans expects to complete these other projects at a cumulative cost significantly below the original engineers' estimates. Caltrans has applied to the California Transportation Commission (CTC) to have the cumulative CMIA savings applied to the I-80 bus/carpool lane project. This would complete the funding package for I-80, and allow the project to proceed in the next two years almost exclusively with State funds. The CTC had originally programmed the I-80 project to be funded half with CMIA and half with Measure A. CTC staff has indicated that Caltrans' application would likely be approved if the future (FY 2032-37) Measure A funds anticipated for the project were transferred to the Interstate 5 project.

This is a very favorable situation for the Sacramento region in that it allows the I-80 bus/carpool lanes to proceed now at no marginal cost to the Measure A program. The reallocation of future funding to I-5 would result in no net change in the amount of future Measure A funds that your Board has earmarked for Caltrans-sponsored capital projects.

*Attachment*