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| |  | | --- | | **Thursday, June 21, 2012 120621-2**  **In this Issue:**   * **CTC Recommendation to Program Future CMIA Project Savings to SHOPP** | | |
| **CTC Recommendation to Program Future CMIA Project Savings to SHOPP**  At the California Transportation Commission (CTC) meeting scheduled for Wednesday, June 27, 2012 the CTC is set to consider a policy for the reprogramming of Corridor Mobility Improvement Account project savings to State Highway Operation and Protection Program (SHOPP) projects instead of new mobility projects. The policy would be in place from July to the statutory deadline for contract award of December 31, 2012. Metro has submitted requests for a total of $280 million in CMIA project savings for four mobility enhancing projects, as follows:   |  |  | | --- | --- | | **Project Name** | **Amount ($ Million)** | | I-10 Puente to Citrus | 139 | | I-5 North Burbank/Empire | 76 | | I-405 Lane Standardization and Additional Lane | 40 | | I-405 Turn Pockets and Widening on Adjacent Facilities | 25 | | **TOTAL** | **280** |   We have incurred cost increases of approximately $250 million (preliminary estimate) on the Right-of-Way (ROW) phase of the CMIA-funded Segments (1, 3 and 4) of the I-5 South HOV Lane project. If we are not able to capture CMIA savings on the projects listed above, we will not be able to free up local and/or federal funds from these projects to backfill for the ROW increases, and our highway program will have a shortfall in this amount. The I-5 South is a Measure R project, and thus LACMTA’s cost control policy would apply. Under this policy, cost increases that could not be offset with CMIA costs savings, would first be addressed by seeking cost savings on the project. We would then consider cost savings or deferral of projects in the corridor or subregion. Metro staff will be reaching out to the CTC members to brief them on our concerns. |
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