

Corridor Mobility Improvement Account (CMIA) Performance Outcomes

The California Department of Transportation (Caltrans) Proposition 1B (2006) Follow-Up Accountability Plan requires agencies implementing a CMIA project to provide a Final Delivery Report (FDR) as part of the project's Close-Out Report. The FDR will contain an assessment of the project's performance outcomes as compared to those included in the executed Project's Program Request.

The purpose of this letter is to inform CMIA project managers that Caltrans has finalized specific guidelines and instructions to address the following;

- The performance measures needed for the FDR
- Methodology for assessing project benefits
- Caltrans roles and responsibilities
- Caltrans contacts and resources for further assistance.

While the intent of the CMIA program is to benefit travelers through congestion relief, mobility enhancement, and strengthened connectivity, it should be noted that external factors could have negative effects on some CMIA projects. Example factors could be;

- Economic swings that effect traffic patterns
- Local street transfer (increased street traffic using the facility)
- Change in traffic queue congestion location (improvements to one segment of the facility causes congestion in another)
- Miscellaneous (reasons unique to a specific project)

It is required that a narrative with as much detail as possible, explaining the project's impact on travel time savings be submitted in addition to the FDR.

Caltrans looks forward to assisting project managers with the performance measures of their projects and encourages each manager with a project nearing completion to begin analyzing pre and post project traffic data in preparation of the FDR.