



ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SENATE BILL 1)

IMPLEMENTATION UPDATE

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. By enacting this bill, the Legislature has provided additional funding for transportation infrastructure, increased accountability for how transportation funds are spent, enhanced the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs under the oversight of the Commission.

PROGRAMS UNDER COMMISSION OVERSIGHT	
Active Transportation Program	Solutions for Congested Corridors Program
<p>The Active Transportation Program funds projects that encourage biking and walking and improve safety and mobility for non-motorists.</p> <ul style="list-style-type: none"> 2017 Program – Adopted January 2018 <ul style="list-style-type: none"> \$192 million to 121 new projects for a two-year augmentation through 2018-19 Advanced 52 projects to 2017-18 and 2018-19 2019 Active Transportation Program <ul style="list-style-type: none"> Approximately \$446 million Four-year program through 2022-23 Adopted January 2019 <ul style="list-style-type: none"> Statewide Component – \$237.6 million to 51 projects valued at \$290 million Small Urban & Rural Component – \$43.8 million to 9 projects valued at \$53.3 million MPO Program Adoption – June 2019 	<p>The Congested Corridors Program funds projects designed to reduce congestion in highly-traveled and highly-congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.</p> <ul style="list-style-type: none"> \$250 million per year <ul style="list-style-type: none"> Adopted May 2018 \$1 billion to 9 projects valued at more than \$3.5 billion Four-year program through 2020-21 Comprehensive Multimodal Corridor Plan Guidelines <ul style="list-style-type: none"> Adopted December 2018
Local Streets & Roads	Trade Corridor Enhancement Program
<p>The Local Streets & Roads Program provides funds, apportioned by the State Controller, to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets.</p> <ul style="list-style-type: none"> 2017-18 Program – \$386 million <ul style="list-style-type: none"> 1,030 Projects Completed - \$61.6 million in SB 1 funds spent 938 Projects In-Progress - \$74.3 million in SB 1 funds spent 2018-19 Program – \$1 billion <ul style="list-style-type: none"> Approved: 58 counties and 480 cities 2,295 Local Streets and Roads Projects 2019-20 Program – \$1.1 billion <ul style="list-style-type: none"> Lists of Proposed Projects due May 1, 2019 	<p>The Trade Corridor Enhancement Program funds infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission.</p> <ul style="list-style-type: none"> Approximately \$300 million per year <ul style="list-style-type: none"> Adopted May 2018 \$1.4 billion* to 28 projects valued at more than \$4 billion Three-year program through 2019-20 <p><small>*Includes Federal FAST Act Funding</small></p>

<p>Local Partnership Program</p> <p>The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation. The Commission approved implementation of the Local Partnership Program as a 50 percent competitive program, 50 percent formulaic program.</p> <p><u>Formulaic Program</u></p> <ul style="list-style-type: none"> • Cycle 1 – Fiscal Years 2017-18 and 2018-19 <ul style="list-style-type: none"> ○ \$200 million ○ Adopted January 2018 ○ \$176.5 million to 69 projects • Cycle 2 – Fiscal Year 2019-20 <ul style="list-style-type: none"> ○ \$100 million ○ Adopted October 2018 ○ 34 projects seeking \$77.2 million <p><u>Competitive Program</u></p> <ul style="list-style-type: none"> • \$100 million per year <ul style="list-style-type: none"> ○ Adopted May 2018 ○ \$308.8 million to 27 projects valued at more than \$1.7 billion ○ Three-year program through 2019-20 	<p>State Highway Operation And Protection Program (SHOPP)</p> <p>The SHOPP is a four-year program of projects adopted by the Commission after holding at least two public hearings and a finding of consistency with the Transportation Asset Management Plan. Funding for SHOPP projects is a combination of federal and state funds, including the Road Maintenance and Rehabilitation Account created by Senate Bill 1. Projects included in the program are limited to capital improvements related to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.</p> <ul style="list-style-type: none"> • Approximately \$1.6 billion per year <ul style="list-style-type: none"> ○ Adopted March 2018 ○ \$18 billion* ○ Four-year program through 2021-22 <p>*Total state and federal funding</p>
<p>State Transportation Improvement Program (STIP)</p> <p>The STIP is the biennial five-year plan adopted by the Commission for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.</p> <ul style="list-style-type: none"> • Adopted March 2018 • \$3.58 billion • \$2.3 billion in new projects • Five-year program through 2022-23 	<p>Accountability</p> <p>Senate Bill 1 states that “it is the intent of the Legislature that Caltrans and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported.”</p> <ul style="list-style-type: none"> • Transportation Asset Management Plan Guidelines – Adopted June 29, 2017 • Asset Class Performance Benchmarks – Adopted March 2018 • Senate Bill 1 Accountability and Transparency Guidelines – Adopted March 2018 • Caltrans Efficiency Measures Report – October 2018 • Assessment of Caltrans’ effectiveness in reducing deferred maintenance and improving conditions on the state highway system – December 2018