

2018

HIGHLIGHTS OF THE 2018 ANNUAL REPORT TO THE CALIFORNIA LEGISLATURE





For the first time in more than two decades, California has significant, stable, and ongoing transportation funding. In 2018, the Commission dedicated more than \$25 billion in state and federal funding to transportation projects that will improve safety, mobility, environmental sustainability, economic vitality, and quality of life in California. This included more than \$9 billion in funding generated by Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), also known as the Road Repair and Accountability Act of 2017.

The initial \$9 billion in SB 1 funding is helping to finance more than 4,400 projects that will begin the long overdue work of bringing our transportation system back into a state of good repair. These projects will enrich the lives of people living in every city and county in California by improving safety, reducing congestion, enhancing transit, providing more opportunities to bicycle and walk, and investing in goods movement.

The Commission also recognizes the importance of the reforms established by SB 1 that strengthen the Commission's oversight and accountability of the agencies delivering projects funded by the state's transportation programs. While 2018 was an exceptionally demanding and productive year for the Commission, our work has only just begun. During the coming year, as projects funded by the first cycle of SB 1 are delivered, we begin the process of working together to ensure that the programs achieve what was promised. The Commission is committed to administering an ongoing, collaborative, and transparent process that will improve the programs under its purview. We look forward to working in partnership with the Legislature and other stakeholders to honestly and thoughtfully evaluate our work to date in implementing SB 1 programs. Through this process, we hope to identify areas of success, challenge, and most importantly, opportunities for improvement.

This year's legislative recommendations focus primarily on two areas. First, they identify how we can perform the pragmatic but critically important work of delivering the state's transportation programs cost effectively and efficiently. Second, this year's recommendations focus on preparing for the implementation of transformative transportation technologies that will help usher California into a new era of moving more goods and people while continuing to improve environmental quality and ensure equitable access to transportation services.

The Commission also believes that legacy recommendations in the areas of accountability, efficiency, and ongoing program improvements remain vital in meeting the state's diverse transportation needs.

2019 Legislative Recommendations

Preparing for Transformative Changes in Transportation

Improving Transparency and Communication

- Provide a public forum, in coordination with the Commission, to transparently share transportation research with stakeholders and the public, and create a data “clearing house” incorporating research and information from participating institutions.
- Require the California Energy Commission and the Department of Housing and Community Development to be included in the semiannual joint meetings with the California Transportation Commission and the California Air Resources Board.

Planning and Delivering Transportation Services

- Update state statutory requirements for the California Transportation Plan and Regional Transportation Plans to address the forecasted impacts of advancing technologies and climate change over the 20-year plan horizon. Dedicate additional planning funds for these purposes.
- Create a technical advisory committee to encourage the development and deployment of advanced transportation technologies and to provide expertise and standardize communication technologies in the transportation sector.
- Incentivize transit providers to explore integrated travel initiatives that foster collaboration and standardization among transit agencies, and improve convenience for users, thereby increasing ridership and helping the state achieve greenhouse gas emissions reduction goals.
- Permanently continue Caltrans’ ability to streamline environmental review processes that are conducted pursuant to the National Environmental Policy Act Assignment Program.
- Require Caltrans to partner with the construction industry in evaluating current bid and award processes in order to identify opportunities to better incorporate consideration of contractor performance in the determination of the most qualified “lowest responsible bidder.”
- Require Caltrans to review the operation of the state highway system to encourage optimization of the system and report the results annually to the Commission.
- Alert Congress of the need to resolve the funding backlog that California faces in receiving federal reimbursements for eligible Emergency Relief Program expenditures.

Legacy Recommendations

- Assign to the Commission the responsibility to allocate Caltrans’ capital outlay support costs for the State Transportation Improvement Program.
- Reduce transportation project delays due to environmental lawsuits.
- Expand the existing statutory authority related to streamlined environmental review for specific repairs within existing public rights of way.
- Permanently authorize Caltrans and its regional partners to use alternative project delivery and procurement tools such as public-private partnerships and design-build.
- Expand Caltrans’ ability to hire consultant teams as needed in response to increases in workload and funding.
- Expand regional commute benefits program authority statewide.

FY 2017–18 Commission Accomplishments

- Held more than 40 public workshops throughout California to implement SB 1. Public hearings were also held prior to adoption of guidelines for each program and prior to program adoption.
- Received and evaluated applications seeking more than twice the amount of available SB 1 competitive program funding. This intense competition reflects the tremendous need for transportation improvements across the state.
- Dedicated state and federal funding of more than \$25 billion over multiple years to transportation projects that will improve safety, mobility, environmental sustainability, economic vitality, and quality of life in California. This included more than \$9 billion in SB 1 funding.
- Adopted Accountability and Transparency Guidelines to increase assurance that the public trust is upheld and that those receiving state and federal funds are held accountable for carrying out the promises made at the time projects are funded.
- Oversaw transportation funding programs under the Commission's purview. This includes developing guidelines, adopting programs of projects, allocating funds, monitoring project delivery and reporting to the Legislature on programs including, but not limited to, the following:
 - » **Solutions for Congested Corridors Program** – dedicated \$1 billion over a four-year period to projects valued at more than \$3.5 billion. These projects will reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements and community impacts, and that provide environmental benefits.
 - » **Local Partnership Program** – dedicated nearly \$500 million over three years to projects valued at nearly \$8 billion. Funds are available to counties, cities, districts, and regional transportation agencies that have approved fees or taxes solely dedicated to transportation improvements.
 - » **Trade Corridor Enhancement Program** – dedicated \$1.4 billion over a three-year period to projects valued at more than \$4 billion. This program contributes funding for infrastructure improvements on federally designated trade corridors of national and regional significance, on the primary freight network, and along other corridors that have a high volume of freight movement.
 - » **Local Streets and Roads Program** – approved cities and counties eligible to receive more than \$1.4 billion in Local Streets and Roads funding for the 2017–18 and 2018–19 fiscal years. These funds, apportioned by the State Controller, are for basic road maintenance, rehabilitation, and critical safety projects.
 - » **State Highway Operation and Protection Program** – dedicated approximately \$18 billion over a four-year period to capital improvements for safety, operation, preservation, and rehabilitation of the state highway system.
 - » **State Transportation Improvement Program** – dedicated approximately \$2.2 billion to new projects for a \$3.3 billion program over a five-year period. These projects will result in state highway, intercity rail, local road, and transit improvements.
 - » **Active Transportation Program Augmentation** – dedicated \$192 million to 121 new projects, advanced the delivery of 52 previously programmed projects, and committed an additional \$8 million to 37 projects implemented by the California Conservation Corps and Local Community Conservation Corps.
- Held the first joint Commission and Air Resources Board meetings to promote the achievement of California's transportation and air quality goals and objectives.
- Held a Tri-State Transportation Commission meeting with Oregon and Washington to explore and consider policies to respond to the impacts of changing transportation technologies.

The California Transportation Commission was established in 1978 as an independent state entity. The functions of the Commission are assigned in state statutes, with primary responsibilities that include:

- Program and allocate state and federal funds for the construction of highway, passenger rail, transit, and active transportation improvements throughout California.
- Advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for state transportation programs.
- Participate in the development of state and federal legislation, and adopt policies to implement enacted laws.

Fran Inman, Chair
James Earp, Vice Chair
Bob Alvarado
Yvonne B. Burke
Lucetta Dunn
James Ghielmetti
Carl Guardino
Christine Kehoe
James Madaffer
Joseph Tavaglione
Paul Van Konynenburg
Susan Bransen, Executive Director