

California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

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Resolution G-23-28

California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

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California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

BACKGROUND

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. The Legislature has provided additional funding to the California Transportation Commission (Commission), increased its role in several existing programs, and created new programs for the Commission to oversee. These programs include the Active Transportation Program, the Local Partnership Program, the Local Streets and Roads Program, the Solutions for Congested Corridors Program, the State Highway Operation and Protection Program, the State Transportation Improvement Program, and the Trade Corridor Enhancement Program.

SB 1 states that “it is the intent of the Legislature that the Department of Transportation 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.”

The Commission’s responsibility for the accountability of SB 1 program funds is focused on the identification and reporting of anticipated and actual benefits of the projects along with the delivery of projects within their approved scope, cost, and schedule, and reporting these findings to the Legislature and the public in a transparent and timely manner.

APPLICABILITY

These Accountability and Transparency Guidelines (Guidelines) are applicable to the Active Transportation Program, Local Partnership Program, Solutions for Congested Corridors Program, State Highway Operation and Protection Program, and Trade Corridor Enhancement Program, collectively referred to herein as SB 1 Programs. The Guidelines are intended to supplement the Commission's programmatic guidelines for each SB 1 Program. In the event of a conflict between the provisions outlined in these Guidelines and those provided in specific programmatic guidelines adopted by the Commission, the provisions of these Guidelines will govern. These Guidelines are effective immediately upon approval by the Commission and may be amended at any time subject to a Commission action at a duly noticed Commission meeting. While the Commission is authorized to program and allocate funding for SB 1 Programs, the California Department of Transportation (Department) provides the administrative oversight for SB 1 Programs and ensures that the terms and conditions of the Commission’s guidelines and subsequent programming, allocation, reporting, and other actions are followed.

The Commission may apply these Guidelines to other programs under the Commission’s purview. The application of these Guidelines to other Commission programs will be adopted as

part of each programs' respective guidelines or policies after the Commission's public stakeholder process.

PURPOSE

SB 1 Program funded projects include but are not limited to highway, transit, active transportation, local streets and roads, congestion relief, trade corridor and other related projects, some of which are significantly complex, representing significant costs, constrained schedules, and are subject to many project delivery processes each with considerable impacts to timely project delivery. These Guidelines are intended to communicate the Commission's expectations and emphasize program and project accountability. Specifically, as described in these Guidelines, the Commission intends to exercise programmatic oversight for the delivery of SB 1 projects with regard to benefits, scope, cost, and schedule consistent with the program objectives, project applications, and executed agreements.

SB 1 PROGRAM ACCOUNTABILITY

Modelled after certain aspects of the Proposition 1B Accountability Implementation Plan, these Guidelines describe the Commission's accountability structure which is intended to allow for transparent and effective decisions and the timely delivery of transportation system improvements and resulting benefits. The following describes the components of this accountability structure. Please note, while not all SB 1 funded projects are subject to the Baseline Agreement and Project Progress Reporting requirements, all SB 1 projects adopted into the programs specified in the Applicability section are subject to the In-Progress Accountability and Follow-up Accountability requirements.

At a minimum, the Department is responsible for establishing and implementing operating procedures and controls that are consistent with Commission policies, guidelines as well as state and federal regulations. The Department will ensure policy and procedural documentation is maintained and updated in an accurate and timely manner. The Department will also ensure that the established policies and procedures are followed. Furthermore, the Commission expects agreements and contracts between the Department and recipient agencies to reflect the project scope, project cost, and project schedules on all projects which are programmed and allocated by the Commission.

Agreements should reflect project scope, project cost, project schedule, and anticipated benefits as set forth in the project application and programmed by the Commission. Reimbursements are to be made for costs necessary to deliver the project scope consistent with the approved project costs and project schedule as set forth in the project application and programmed by the Commission.

A. Front-End Accountability

The Commission expects the Department to coordinate all Baseline Agreements (Attachment A) for the following programs and projects:

- Baseline Agreements are required for all projects meeting the thresholds described regardless of funding source.
- Active Transportation Program – only projects with a total project cost of \$25 million or greater or Active Transportation Program funding in an amount of \$10 million or greater including large infrastructure projects that are programmed with Active Transportation Program funds in pre-construction phases only.
- Competitive Local Partnership Program – only projects with a total project cost of \$25 million or greater or Competitive Local Partnership Program funds in an amount of \$10 million or greater.
- Solutions for Congested Corridors Program – all projects
- State Highway Operation and Protection Program – only projects with a total project cost of \$50 million or greater.
- Trade Corridor Enhancement Program – all projects

If a project initially fell below the aforementioned thresholds later increases to equal or exceed the threshold requirements, a Baseline Agreement is required within six months of when the change is identified.

Each Baseline Agreement shall be signed by a duly authorized officer (e.g.: Board Chair, Executive Director) of the Applicant and the Implementing Agency, the Department’s Director, and the Commission's Executive Director.

The Baseline Agreements set forth the agreed upon anticipated benefits, project scope, schedule, and cost, and provide a benchmark for comparison to the current status of the project and the forecast of conditions under a no-build scenario. These Baseline Agreements will also identify the agency responsible for meeting the reporting requirements; a cost sharing agreement that details how cost overruns will financially be covered by project sponsor or implementer; and, for locally implemented projects, identify the Department’s role in project delivery. The Baseline Agreement is considered the front-end document that forms the foundation for the Commission's in-progress and follow-up accountability.

The Commission shall approve all Baseline Agreements at a regular Commission meeting within six months after a project has been adopted into a SB 1 Program. The following exceptions apply:

- For projects that have not received environmental clearance, Baseline Agreements are due six months after the Lead Agency completes a project level environmental document in accordance with the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), if applicable.
- For projects requesting an allocation of funding for a component other than environmental, within the four months following program adoption, Baseline Agreements shall be approved by the Commission by the fourth month after program adoption.
- No Baseline Agreement will be required for State Highway Operation and Protection Program Emergency Response projects that are necessary to respond promptly to damages to the state highway system caused by floods, slides, earthquakes, fires, and other significant events.

The Commission may delete a project for which no Baseline Agreement is executed. The Commission will not consider approval of a project allocation, except for the environmental

project component or the Non-Infrastructure portion of an Active Transportation Program infrastructure/non-infrastructure project, without an approved Baseline Agreement.

For all SB 1 Program projects, the Commission requires that the Department enter into agreements (cooperative or funding) with implementing agencies that in pertinent part will include the accountability and transparency principles and best management practices outlined in these Guidelines, any specific requirements in the individual programmatic guidelines, and be consistent with executed Baseline Agreement. The Commission is not a signatory to cooperative or funding agreements described in this section.

B. In-Progress Accountability

The following outlines the in-progress accountability steps the Commission intends to employ to assure that SB 1 Program funded projects are successfully delivered consistent with the respective program guidelines, Commission programming and allocation actions, baseline agreements, and cooperative or funding agreements by and between SB 1 Program funding recipients and the Department.

The Commission expects all SB 1 funded projects to be monitored for consistency with the adopted program and executed agreements, regardless of whether or not the project has a Baseline Agreement in place.

1. Ongoing Program Monitoring and Review

Implementing agencies are responsible for managing the scope, cost, schedule, and achievement of the anticipated benefits of the project consistent with the adopted programs and executed agreements. Commission staff shall receive routine program and project progress reports from the Department. Commission staff may also schedule routine status meetings with implementing agencies and will perform routine assessments of project progress as compared to the executed agreements. The purpose of this assessment is to identify possible issues of concern, establish an understanding of related impacts, and prepare agenda items for the Commission. Commission staff anticipates placing projects that are unable to maintain delivery and cost commitments on a "watch list" and expects these projects to be identified in the progress reports. Projects will remain on the watch list until a corrective action is taken by the agency and deemed satisfactory by the Commission.

Implementing Agencies are responsible for oversight and accountability that fosters transparency and efficient use of resources to assist in maintaining public confidence. During the course of the project, the following accountability requirements will be monitored:

- Satisfactory progress toward project completion, including:
 - Maintaining the approved schedule
 - Performing work as described in the approved Scope of Work
 - Maintaining the approved project budget
 - Achieving anticipated benefits
- Retention of financial records that document and support all expenditures.
- Retention of documentation of methodologies and assumptions used to determine the project benefits and performance metrics.
- Accurate and timely progress reports, completion reports, final delivery reports, performance analyses, and reimbursement requests.

- Timely and complete responses to any communication and requests for information by the Commission and/or Department.

2. Program or Project Amendments

The Commission will consider program or project amendments at its regular meetings. Program or project amendments requested by implementing agencies shall receive the approval of the same entities that signed the agreements (cooperative, funding, or baseline) before presentation to the Commission and will be processed in accordance with the respective programmatic guidelines. A Baseline Agreement Amendment or Addendum may also be required upon approval of a program or project amendment.

3. Baseline Agreement Amendments and Addendums

A Baseline Agreement can either be adjusted through the Baseline Agreement Amendment process or through the Baseline Agreement Addendum process.

A Baseline Agreement will be amended, if a project receives additional SB 1 Program funds in a subsequent programming cycle, if there is a change in the responsible parties, or at the discretion of the Commission. Additionally, a Baseline Agreement will be amended for a project being segmented after being adopted into an applicable program, or if a project's scope is being reduced along with a reduction in SB 1 Program funds. All amendments must be consistent with an approved project amendment and the respective program's guidelines.

A Baseline Agreement Addendum may be used to make minor adjustments or corrections to an approved Baseline Agreement at the discretion of the Commission. Addenda shall be signed by an authorized officer of the Applicant and Implementing Agency (if they are not one and the same), the Department's SB 1 Program Manager, and the Commission's Deputy Director for SB 1 Programming. Adjustments reserved for the Addendum are not considered significant enough to initiate a Baseline Agreement Amendment and would be accompanied by a previously approved Commission action (e.g., allocation amendments, project amendments, etc.).

All approved Baseline Agreements, Amendments, and Addendums will be posted to the Commission's website.

4. Allocation of Funds

The Commission will allocate funds only when the implementing agency requests an allocation that has been prepared in accordance with the respective programmatic guidelines. The Commission will consider allocation requests on its regular agenda.

C. Program Reporting

The Commission will use various reporting mechanisms to provide regular updates to the public and the Legislature as described below and in the Follow-up Accountability Section.

The Department will send, at a minimum, reminders to Implementing Agencies 30 days before reports are due and again five days before the reports are due. Additionally, the Department will, in coordination with Implementing Agencies, create and distribute a list of Implementing Agencies with late reports to current distribution lists and will post the list to the Department

website. Implementing Agencies that fail to report within the reporting period will be considered noncompliant with the accountability requirements.

1. Progress Report

Once a project has been adopted into one of the SB 1 Programs, the Implementing Agency, unless otherwise specified, will submit regular and timely project updates to the Department. The Department will prepare a program progress report for each SB 1 Program and submit to the Commission. Commission Staff will use the reports to identify issues and concerns that may be presented to the Commission for further action. Not all projects in the SB 1 Programs are required to submit progress reports - refer to the attached Reporting Matrix for applicability. Projects which are not required to submit a progress report must still communicate possible issues of concerns or changes to the Department in a timely manner.

Additionally, projects adopted into the Local Transportation Climate Adaptation Program must adhere to the Progress Report section in its entirety. The Department shall prepare a program progress report for the Local Transportation Climate Adaptation Program in the same manner and timeframes as the SB 1 Program progress reports.

Semi-annual program progress reports will be presented to the Commission in March (July thru December period) and October (January through June period) of each year.

The progress report shall be written in plain language and include information appropriate to assess the current state of the overall program and each project as compared to the previous report.

The first section of the progress report will be the overall program summary taking into account all projects in the SB 1 Programs and will identify, at a minimum, the total programmed and un-programmed funds, total dollars allocated, number of projects allocated, number of completed projects, and a summary of the benefits (outputs and outcomes) achieved by the completed projects.

The second section of the progress report will be for all Active Transportation Program projects, all Local Transportation Climate Adaptation Program projects, and all projects subject to the Baseline Agreement requirements, refer to the attached Reporting Matrix for applicability, and will include the following:

- The current cost, schedule, scope, and anticipated benefits as compared to the cost, schedule, scope, and updated projection of anticipated benefits approved under the Baseline Agreement, or for projects that have not yet cleared environmental, as compared to the cost, schedule, scope, and anticipated benefits approved at the time the project was adopted into the respective program, and a status of the construction contract award, if applicable.
- A summary describing any changes to the scope, cost, schedule, and anticipated benefits of the project and a corrective action plan, if necessary, since the last report.
- Incurred expenditures to date for all project component costs, with the SB 1 Program funds identified separately.
- Identification and discussion of any significant issues that may affect implementation of the project including, but not limited to, financial constraints and commitments, and risks and impacts.

- Status of the Completion and Final Delivery Reports submittals for completed projects or completed project segments. This requirement will apply to all projects in the SB 1 Programs. See the Follow-up Accountability section for more details.
- Status of the Department’s review and approval of submitted Completion and Final Delivery Reports.
- A list of agencies and projects that have not submitted a progress report, a Completion Report, a Final Delivery Report, or a Project Performance Analysis.

2. Annual Reports

The Commission will provide in its annual report to the Legislature a summary of its activities relative to the administration of the SB 1 Programs. This report may also discuss significant issues with these programs and may recommend legislative proposals that could facilitate their implementation.

The Department will provide the Commission with a draft copy of its October Progress Report no later than August 15 of each year.

D. Follow-up Accountability

The Follow-up Accountability section is applicable to all Active Transportation Projects, all Local Transportation Climate Adaptation Program projects, all Local Partnership Program (formulaic and competitive) and all other projects subject to the Baseline Agreement requirement, refer to the attached Reporting Matrix for applicability.

The Implementing Agency, unless otherwise specified, will submit timely Completion and Final Delivery Reports to the Department for all projects receiving funds in the aforementioned programs. The Department will review and approve the reports prior to submitting to the Commission. Commission staff will use the reports to identify issues and concerns that may be presented to the Commission for further action.

1. Completion Reports

Within six months of construction contract acceptance or the project becoming operable (open to the public), whichever comes sooner, the Implementing Agency shall provide a Completion Report to the Department on the scope of the completed project, its estimated final cost, estimated schedule, project benefits, and performance metric outcomes as compared to those included in the executed project agreements. Additionally, the Completion Report shall describe the methodologies and assumptions used to evaluate how the project benefits and performance metrics were calculated as compared to the methodologies and assumptions submitted in the executed project agreements. In the event the project benefits or performance metric outcomes identified in the Completion Report differ from those identified in the executed project agreements (cooperative, funding, or baseline), the difference must be noted, quantified, and explained. Documentation used for the benefit evaluation shall be preserved and made available for review by the Department, the Commission, the Inspector General, Department of Finance, and/or the California State Auditor, if requested. The Completion Report should not be delayed

due to claims, plant establishment periods, ongoing environmental mitigation monitoring, or other reasons.

For projects receiving SB 1 Program funds for pre-construction components only, the Department shall provide the Completion Report to the Commission within six months of the conclusion of the pre-construction component. The Completion Report will include the scope of the project component, its estimated final cost, and duration as compared to those included in the executed project agreements. Additionally, the Completion Report shall provide an updated schedule, a description of how the project will progress to construction, and a discussion on how the project will continue to provide the benefits described in the executed project agreements (cooperative, funding, or baseline).

For projects delivered in segments, a Completion Report is required for each segment and a summary Completion Report is required when the final project segment is complete. An audit may be done on one or all segments of a segmented project.

The Department will notify Implementing Agencies within 30 days after a project is completed of the requirement to submit a Completion Report and again during the 30 days after the report is due. Implementing Agencies which fail to submit a timely Completion Report may be considered noncompliant. Uncorrected compliance issues may result in reduced reimbursements on all invoices or other actions as indicated in the Consequences for Noncompliance section of these Guidelines.

2. Final Delivery Reports

A Final Delivery Report must be submitted within 180 days of the conclusion of all remaining project activities beyond the acceptance of the construction contract to reflect final project expenditures, any changes that occurred after submittal of the Completion Report and an updated evaluation of the benefits. The Commission may include this information in its annual reports to the Legislature.

The Department will notify Implementing Agencies within 30 days after the conclusion of all remaining activities of the requirement to submit a Final Delivery Report and again during the 30 days after the report is due. Implementing Agencies that fail to submit a timely Final Delivery Report shall be considered noncompliant. Uncorrected compliance issues may result in reduced reimbursements on all invoices or other actions as indicated in the Consequences for Noncompliance section of these Guidelines.

3. Project Performance Analysis

The purpose of the Project Performance Analysis is to inform the Commission whether the project is on track to achieve the intended long-term benefits (outcomes/performance metrics) as approved in the executed project agreement. The Project Performance Analysis may also be used to inform future iterations of program guidelines.

The Project Performance Analysis will be required for all projects, except for projects that have no performance-based outcomes forecasted after construction contract acceptance or the project becoming operable. Applicability of this section to projects in the Local Transportation Climate Adaption Program will be determined during that program's guideline development process.

The Applicant shall submit a Project Performance Analysis within six months of the date that construction is complete and operable for five years. Additional Project Performance Analyses may be required in five year increments on an ongoing basis, as needed.

The Project Performance Analysis will be a qualitative analysis that evaluates the project performance and the actions the applicant or implementing agency is taking to achieve the anticipated performance metric outcomes as approved in the executed project agreements and will include, at a minimum, the following:

- Discussion of whether the project is on track to deliver the forecasted performance metric outcomes. Each performance metric outcomes shall be addressed.
- Discussion and identification of future plans or actions that need to be addressed or implemented to meet and to sustain the benefits through the forecasted year.
- Discussion of the progress toward or achievement of the goals of the applicable program.

Once a project has been completed for a duration of five years, the Department will notify Agencies within 30 days to submit a Project Performance Analysis and again 30 days after the report is due (six months later). Agencies that fail to submit a timely Project Performance Analysis shall be considered noncompliant. Consequences for noncompliance are outlined in Section E of these guidelines.

For projects that have no performance-based outcomes forecasted after construction contract acceptance or the project becoming operable, the Completion Report and Final Delivery Report will address the achievement of the outcomes.

4. Audits of Project Costs, Deliverables, and Outcomes

SB 1 created the position of Inspector General as Director of the Independent Office of Audits and Investigations to ensure the Department, and external entities that receive state and federal transportation funds from the Department, are spending those funds efficiently, effectively, economically, and in compliance with applicable state and federal requirements.

The Inspector General is required to review policies, practices, and procedures and conduct audits and investigations of activities involving all state and federal transportation funds.

The Inspector General is required to report at least annually to the Governor, Legislature, and Commission with a summary of investigation and audit findings and to report to the Secretary of Transportation and the Department's Director and Chief Deputy Director on an ongoing basis.

The Commission encourages the Inspector General to consider each of the respective SB 1 Programs when selecting projects to audit and, for those projects selected, determine the following:

- Whether project costs incurred and reimbursed comply with the executed project agreements or approved amendments thereof; state and federal laws and regulations; contract provisions, and Commission guidelines.
- Whether project deliverables (outputs) are consistent with the project, scope and schedule described in executed project agreements or approved amendments thereof.

- Whether project benefits (outcomes and performance metrics) are reasonable in comparison to the estimated performance metrics described in the executed project agreements or approved amendments thereof.
- Documentation of the methodologies and assumptions used for the project benefit evaluation and performance metrics shall be preserved by the applicant and made available for review during an audit. Required back-up information for each performance metric cited in the project application can be found in the Technical Performance Measurement Methodology Guidebook on the Commission’s website. The Commission recognizes, there may be variance over time in terms of the benefits that are achieved as compared to those anticipated due to factors beyond the control of the applicant. Causes for these variances should be documented.

Additional audits, if deemed necessary, may be requested by the Commission during the implementation phases of the project. In addition to any final audit performed, it may be beneficial to provide semi-final audits when a project is substantially completed. It is expected that the findings from these audits will be included in the Inspector General’s reports to the Commission.

Lastly, when an audit finding results in a payment from an agency to the State and the Department has not yet received a reimbursement, the information will be compiled and presented during the Inspector General’s Annual Summary of Findings and Recommendations to the Commission. Additionally, Commission staff will provide updates to the Commission when agencies with audit findings have maintained outstanding debts to the State for a duration of 12 months or longer, primarily when those agencies are seeking allocation for other funding.

E. Consequences for Noncompliance

To the extent that the Department or other Implementing Agencies do not meet the aforementioned accountability requirements they will be considered noncompliant agencies. The Consequences for Noncompliance section is applicable to all projects in all programs cited in these Guidelines.

The Commission expects that the Department will recommend, and the Commission will determine appropriate actions for noncompliant agencies. In addition to the actions described throughout this document, actions may include, but are not limited to, the following:

1. Local Governments

- The Department will provide a written warning to the Implementing Agency identifying deficiencies, necessary remedies, and timeline for corrections.
- The Implementing Agency may be requested to appear before the Commission to explain how and when the noncompliant issues will be resolved.
- The Commission expects the Department to recommend whether a noncompliant agency should be placed on a watch list.
- For the most egregious situations, the agency may be subject to further actions, including the following:
 - Deemed ineligible for future allocations or programming actions, at the discretion of the Commission.

- A penalty, as recommended by the Department and approved by the Commission, in the form of reduced reimbursements on all invoices until the noncompliance issues are corrected. This penalty shall remain in effect until the reporting cycle after the noncompliance has been resolved.

2. Department

The Department acts as both the Program Administrator and Implementing Agency. To the extent that the Department does not meet the aforementioned accountability requirements, either as the Program Administrator or an Implementing Agency, the Commission will determine appropriate actions for noncompliance. In addition to the actions described throughout this document, actions may include, but are not limited to, the following:

- The Department may be requested to appear before the Commission to explain how and when the noncompliance issues will be resolved.
- The Commission may place the Department on a watch list.
- The Department will remain on the watch list until a corrective action, satisfactory to the Commission, is taken by the Department and communicated to the Commission.
- The Commission may elect, if the Department remains on the watch list beyond the next reporting cycle, to take further actions, including the following:
 - Deem the Department ineligible for future allocations or programming actions, at the discretion of the Commission.

F. Attachments

Attachment A: Baseline Agreement Template

STATE OF CALIFORNIA - CALIFORNIA TRANSPORTATION COMMISSION CTC-0001 (03/2023)	
ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 PROJECT BASELINE AGREEMENT	
Project Name	<input type="text"/>
Resolution	<input type="text"/>
1. FUNDING PROGRAM	
<input type="checkbox"/> Active Transportation Program	
<input type="checkbox"/> Local Partnership Program (Competitive)	
<input type="checkbox"/> Solutions for Congested Corridors Program	
<input type="checkbox"/> State Highway Operation and Protection Program	
<input type="checkbox"/> Trade Corridor Enhancement Program	
2. PARTIES AND DATE	
2.1 This Project Baseline Agreement (Agreement) effective on <input type="text"/> (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, <input type="text"/> , and the Implementing Agency, <input type="text"/> , sometimes collectively referred to as the "Parties".	
3. RECITAL	
3.1 Whereas at its <input type="text"/> meeting the Commission approved the and included in this program of projects the, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as <u>Exhibit A</u> , the Project Report attached hereto as <u>Exhibit B</u> , the Performance Metrics Form attached hereto as <u>Exhibit C</u> , as the baseline for project monitoring by the Commission.	
3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.	
4. GENERAL PROVISIONS	
The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:	
4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.	
4.2 To adhere, as applicable, to the provisions of the Commission:	
<input type="checkbox"/> Resolution <input type="text"/> , "Adoption of Program of Projects for the Active Transportation Program", dated <input type="text"/>	
<input type="checkbox"/> Resolution <input type="text"/> , "Adoption of Program of Projects for the Local Partnership Program", dated <input type="text"/>	
<input type="checkbox"/> Resolution <input type="text"/> , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated <input type="text"/>	
<input type="checkbox"/> Resolution <input type="text"/> , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated <input type="text"/>	
<input type="checkbox"/> Resolution <input type="text"/> , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated <input type="text"/>	
Project Baseline Agreement	Page 1 of 3

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The [redacted] agrees to secure funds for any additional costs of the project.
- 4.6 The [redacted] agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits and performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The [redacted] agrees to submit a timely Completion Report, Final Delivery Report and Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Other Project Specific Provisions and Conditions

Attachments:

- Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Resolution

Name

Title

Project Applicant

Date

Name

Title

Implementing Agency

Date

Name

District Director

California Department of Transportation

Date

Tony Tavares

Director

California Department of Transportation

Date

Mitch Weiss

Executive Director

California Transportation Commission

Date

California Transportation Commission

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT ADDENDUM

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement Addendum (Addendum) for the , _____ *<Insert Project Name>* effective on _____ is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the *<Project Applicant>*, and *<Implementing Agency>*, sometimes collectively referred to as the "Parties".

3. GENERAL PROVISIONS

3.1 The parties are entering into this Project Baseline Agreement Addendum to document minor adjustments as approved by the Commission. This Form and attached documents hereto will formally document any authorized modifications. This may include a revised Project Report, revised Project Funding Plan, minor change of Project Scope, and/or Project Programming Requests. Adjustments reserved for the Addendum are not considered significant enough to initiate a Baseline Agreement Amendment.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible and no further adjustments are known or foreseen.

3.3 The undersigned Project Applicant acknowledges the Baseline Agreement is still in full effect and this Addendum does not replace the original approved Baseline Agreement.

Modification:

Justification for Modification:

California Transportation Commission

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT ADDENDUM

Project Title

Applicant Agency Date _____

Implementing Agency Date _____

California Department of Transportation Date

California Transportation Commission Date _____

Accountability and Transparency Guidelines Baseline Agreement and Reporting Matrix						
	Baseline Agreement	Progress Report 1 st Section	Progress Report 2 nd Section	Completion Report	Final Delivery Report	Project Performance Analysis
Active Transportation Program	Only for projects with: Total Project Cost \$25 million or greater or Total programmed \$10 million or greater	All projects	All projects	All projects	All projects	All projects
Local Partnership Program Formulaic	None	All projects	None	All projects	All projects	All projects
Local Partnership Program Competitive	Only for projects with: Total Project Cost \$25 million or greater or Total programmed \$10 million or greater	All projects	Baseline Agreement Projects	All projects	All projects	All projects
Solutions for Congested Corridors Program	All projects	All projects	All projects	All projects	All projects	All projects
Trade Corridor Enhancement Program	All projects	All projects	All projects	All projects	All projects	All projects
State Highway Operations and Protection Program	Only for projects with Total project cost \$50 million or greater	All projects	Baseline Agreement Projects	Baseline Agreement Projects	Baseline Agreement Projects	All projects
Local Transportation Climate Adaptation Program	None	All projects	All projects	All projects	All projects	TBD