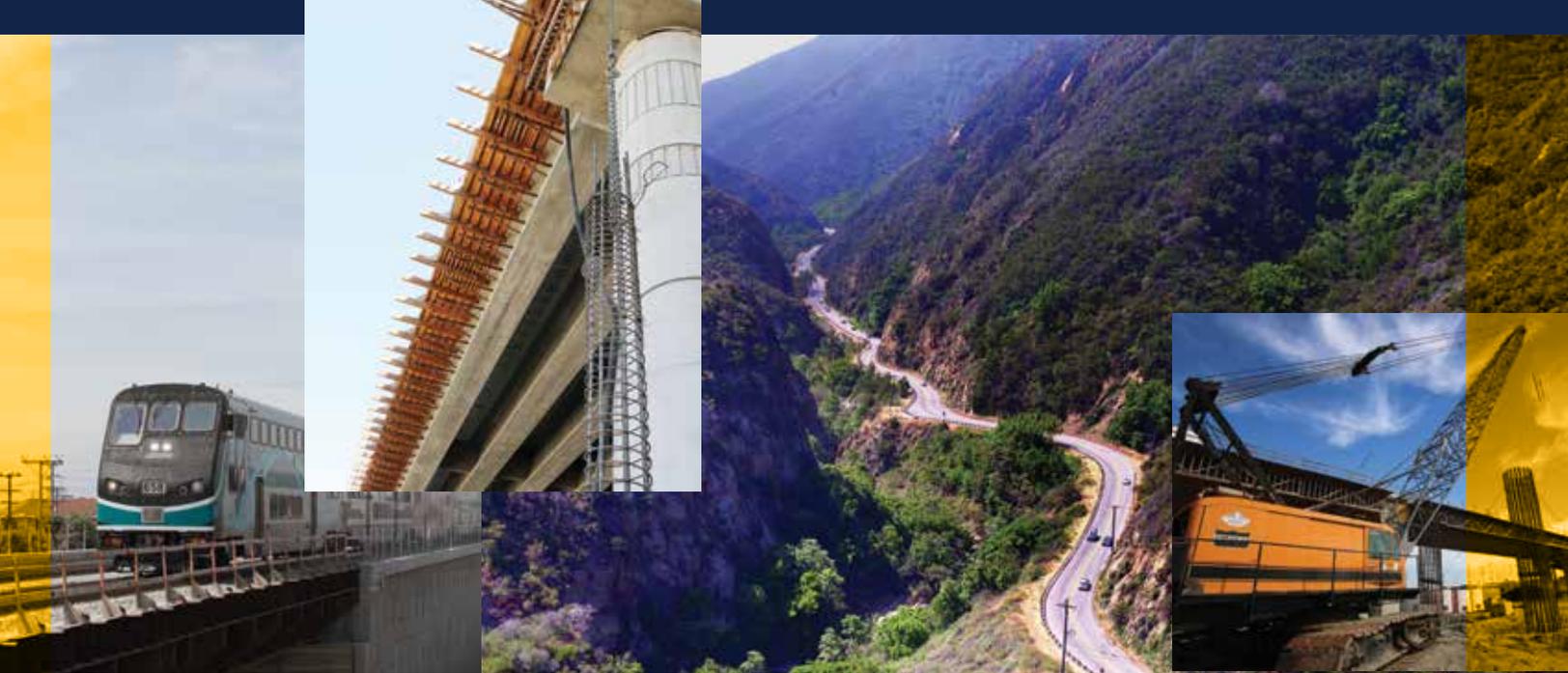


# 2017

HIGHLIGHTS OF THE 2017  
ANNUAL REPORT TO THE  
CALIFORNIA LEGISLATURE





## INTRODUCTION

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For the past decade, the lack of sufficient funding available to address the state's transportation needs for a growing population and economy has been of great concern to the Commission. Recognizing the urgent need for action, the Legislature passed and the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), also known as the Road Repair and Accountability Act of 2017, increasing transportation funding and instituting much-needed reforms to improve accountability, transparency and efficiency.

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The Commission commends the Legislature and Governor for enactment of SB 1 as it provides California with significant opportunities to reduce congestion, improve air quality, achieve environmental goals, foster job growth, and support the state's economy. The Commission recognizes the importance of the reforms contained in the measure, as well as the responsibility for increased oversight assigned to the Commission. We pledge to honor the trust placed in this body, and we will continue to pursue transportation policies that provide the greatest statewide benefit for California.

In its 2017 Annual Report to the Legislature, the Commission divides its recommendations into three sections. First, the Commission focuses on the potential impact of disruptive technologies to the state's transportation system. Second, the Commission provides recommendations to improve the efficiency of the relationship between the state and its partners. Finally, included in the report are important legacy recommendations from previous Annual Reports that have yet to be enacted but are still relevant to address the state's transportation needs.

This document summarizes the specific recommendations that the Commission believes should be considered during the 2018 Legislative Session. A comprehensive discussion of these recommendations is contained in the Commission's 2017 Annual Report.

# 2018 Legislative Recommendations

## Addressing the Impacts of Disruptive Transportation Technologies

- Create a technical advisory committee to develop specific policies encouraging the development and deployment of advanced technologies in California.
  - Dedicate specific revenues to infrastructure investments that encourage the development and deployment of advanced transportation technologies in California.
  - Enable the state to partner with private entities to develop and implement technological solutions to the state's transportation problems.
  - Accelerate the testing and adoption of advanced technologies in California cities and counties through a pilot program in which municipalities compete for grant funding.
  - Make the Commission's Road Charge Technical Advisory Committee permanent in order to continue providing oversight of and direction for exploration of road charging as a replacement of state fuel taxes.
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## Promoting Effective Partnerships

- Authorize regions to apply to the Commission for the ability to more easily combine various state transportation revenues to fund the best projects for improving corridor mobility.
  - Enable regional entities to create partnerships with Caltrans district offices, ultimately reassigning responsibilities to the parties most able to accomplish them.
  - Create a committee of stakeholders involved in the development and operation of the North Coast Railroad Authority (NCRA) to explore various scenarios for the Authority's future.
  - Require Caltrans to approve project initiation documents (PIDs) in a streamlined manner, and create a system by which regions can efficiently provide to Caltrans the proper studies necessary to initiate projects on the state highway system.
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## Legacy Reform Recommendations

- Permanently authorize Caltrans and its regional partners to use alternative project delivery tools such as public-private partnerships, design-build, and construction manager/general contractor methods.
- Expand Caltrans' ability to hire consultant teams as needed, including for any engineering, right-of-way, architectural, and other professional services utilized by Caltrans and its regional partners.
- Apply the provisions of SB 743 (Steinberg, 2013) which prohibit a court from staying or enjoining a project solely because of the project's potential contribution to greenhouse gas emissions to transportation projects included in an RTP that is compliant with SB 375 (Steinberg, 2008) requirements.
- Require entities to identify and evaluate the cost and benefit of future regulations on the state transportation program prior to regulatory adoption.
- Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area.
- Assign to the Commission the responsibility to allocate all Caltrans' project development costs by project component including those projects in the State Transportation Improvement Program (STIP).
- Extend statutory authority related to environmental review exemptions for specific repairs within existing public rights of way.

## 2018 Administrative Recommendations

- Require Caltrans to estimate and communicate the cost of new regulatory proposals and the impact such proposals will have in the delivery of California's transportation program to help ensure that fiscal impacts are considered prior to legislative or regulatory enactment.
- Require Caltrans to prioritize those elements of its roadway state-of-good-repair projects that empower vehicle automation.

## FY 2016-17 Commission Accomplishments

- Allocated over \$5.2 billion in state and federal transportation funding during the 2016-17 fiscal year for both project development support and construction capital, helping to generate almost 94,000 private and public sector jobs, contributing to a construction program in excess of \$9.2 billion in state-administered construction contracts.
- Adopted the 2018 STIP Guidelines and approved the STIP Fund Estimate with \$2.2 billion in new funding available for high priority highway, rail, transit, bicycle, and pedestrian projects over the next five years.
- Adopted revised Regional Transportation Plan Guidelines and the first-ever Guidelines for the California Transportation Plan through an intensive stakeholder-driven, transparent, and public process.
- Released the California Mobility Investment Opportunities Report identifying specific priority projects in each region of the state that could become reality with the availability of new revenues from SB 1.
- Hosted a successful Transportation Technology Policy Forum, bringing outside experts to the State Capitol to spur new and innovative thinking in the Legislature related to the impacts of changing transportation technologies.
- Adopted guidelines for the State's Asset Management Plan and the SHOPP, implementing processes for greater openness, transparency, and accountability for the delivery of state transportation projects.
- Convened meetings with environmental justice groups across the state to discuss ways for improving transparency and opportunities for feedback in the transportation planning process.
- Adopted the 2017 Active Transportation Program, programming \$264 million to 122 projects encouraging increased use of active modes of transportation, such as biking and walking.

## SB 1 Implementation Update Through December 2017

- Implemented provisions for the distribution of funds to projects for each program authorized by SB 1 within the Commission's purview.
- Approved the list of eligible cities and counties to receive this fiscal year's \$446 million in funding from the Local Streets and Roads Program.
- Adopted Guidelines to increase accountability and transparency of Caltrans' resource needs and performance.
- Adopted guidelines and issued a call for projects to be funded in the competitive grant programs including the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Account, and the Local Partnership Program.
- Adopted a program of Active Transportation bicycle and pedestrian projects across the state with approximately \$100 million made possible by SB 1.

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.

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