

## SB 1 Guidelines – Overview Summary

<p><b>CTC - Active Transportation Program Augmentation (\$100M per year)</b></p> <p>The Commission will make this funding available to already programmed projects that can be delivered earlier than currently programmed or for projects that applied for funding in the 2017 Active Transportation Program but that were not selected for funding.</p> <ul style="list-style-type: none"> <li>• June 9, 2017 – Done: Workshop to develop guidelines</li> <li>• June 28, 2017 – Done: Adoption of guidelines</li> <li>• August 1, 2017 – Done: Applications due</li> <li>• October 18-19, 2017 – Adopt statewide &amp; small urban and rural components</li> <li>• December 6-7, 2017 – Adopt MPO component</li> </ul>	<p><b>CTC - Local Partnership Program (\$200M per year)</b></p> <p>CTC staff recommended implementing the Local Partnership Program as a 50% competitive program, 50% formulaic program. Due to the concerns raised by a number of regional transportation planning agencies regarding the implementation of the program as a mainly competitive program, the Commission directed staff to work with the Self-Help Counties Coalition to reach a compromise on the portion of the program to be competitive versus formulaic.</p> <ul style="list-style-type: none"> <li>• June through September 2017 – Workshops to develop guidelines</li> <li>• August 16-17, 2017 – Presentation of draft guidelines</li> <li>• October 18-19, 2017 – Adoption of guidelines <ul style="list-style-type: none"> <li>• March 2018 – Applications due</li> <li>• June 2018 – Program Adoption</li> </ul> </li> </ul>
<p><b>CTC - State Highway Operation and Protection Program (SHOPP) (Approximately \$1.9B per year for the SHOPP and Caltrans maintenance)</b></p> <p>SB 1 requires additional Commission oversight of the development and management of the SHOPP, including allocating support staff, project review and approval, and convening public hearings prior to adopting the SHOPP. The Commission is also responsible for monitoring Caltrans' performance and progress toward accomplishing the specific goals set out in SB 1 and other targets or performance measures adopted by the Commission.</p>	<p><b>CTC - State Transportation Improvement Program (STIP)</b></p> <p>SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding will be included in the 2018 STIP Fund Estimate and incorporated in the 2018 STIP.</p> <ul style="list-style-type: none"> <li>• May 17, 2017 – Done: Approval of fund estimate assumptions</li> <li>• June 28, 2017 – Done: Presentation of draft guidelines and draft fund estimate</li> <li>• August 16-17, 2017 - Adoption of guidelines and fund estimate</li> </ul>

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<ul style="list-style-type: none"> <li>• May 17, 2017 – Done: Presentation of draft interim guidelines</li> <li>• June 28-29, 2017 – Done: Adoption of interim SHOPP guidelines and Asset Management Plan Guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• October 15, 2017 - Submittal of draft Interregional Transportation Improvement Program</li> <li>• October 2017 - Interregional Transportation Improvement Program Hearings</li> <li>• December 15, 2017 - Submittal of Regional Transportation Improvement Programs and the final Interregional Transportation Improvement Programs</li> <li>• January-February 2018 - STIP Hearings</li> <li>• March 2018 - Program adoption</li> </ul>
<p><b>CTC - Local Streets &amp; Roads (Approximately \$1.5B per year)</b></p> <p>SB 1 creates new responsibilities for the Commission relative to this funding, including development of guidelines, review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects.</p> <ul style="list-style-type: none"> <li>• June and July 2017 – Done: Workshops to develop guidelines</li> <li>• August 16-17, 2017 – Adoption of guidelines</li> <li>• October 16, 2017 – Project lists due</li> <li>• December 6-7, 2017 – Adoption of list of eligible cities and counties</li> </ul>	<p><b>CTC - Solutions for Congested Corridors Program (\$250M per year)</b></p> <p>Key issues to be addressed in the guidelines include the definition of a corridor, the definition of a highly congested corridor, the key elements of a comprehensive corridor plan, and the scoring criteria weighting.</p> <ul style="list-style-type: none"> <li>• June through October 2017 – Workshops to develop guidelines</li> <li>• October 18-19, 2017 – Presentation of draft guidelines</li> <li>• December 6-7, 2017 – Adoption of guidelines</li> <li>• February 2018 – Applications due</li> <li>• May 2018 – Program adoption</li> </ul>
<p><b>CTC - Trade Corridor Enhancement Account (\$300M per year)</b></p> <p>SB 103, signed by the Governor on July 21, 2017, incorporates SB 1 freight funding and federal freight funding into a single program to fund infrastructure improvements in on federally designated Trade Corridors of National and Regional Significance, on the Primary</p>	<p><b>CTC - Traffic Congestion Relief Program (TCRP)</b></p> <p>SB 1 states “as of June 30, 2017, projects in... the Traffic Congestion Relief Program shall be deemed complete and final...” SB 1 directs the repayments due of all outstanding TCRP loans to other programs. Therefore, the only funding available to fund TCRP projects is approximately \$90 million of savings attributable to specific projects.</p>

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<p>Freight Network, and along other corridors that have a high volume of freight movement.</p> <ul style="list-style-type: none"><li>• June through November - Workshops to develop guidelines</li><li>• December 6-7, 2017 - Presentation of draft guidelines</li><li>• January 2018 – Adoption of guidelines</li><li>• March 2018 –Applications due</li><li>• May 2018 – Program adoption</li></ul>	<ul style="list-style-type: none"><li>• Only consider programming amendments and allocations prior to June 30, 2017.</li><li>• The TCRP is essentially completed through these actions.</li></ul>
<p><b>CalSTA - Intercity and Commuter Rail Funding</b></p> <ul style="list-style-type: none"><li>• New source of funding of more than \$45 million annually</li><li>• 50% of funding will go to agencies responsible for state-supported intercity rail services; 50% to commuter rail services.</li><li>• Pursuant to Senate Bill 9 of 2015, the California State Transportation Agency (CalSTA) will adopt a multi- year program of projects covering 2018-19 through 2022-23. An estimate for the funding available for the Transit and Intercity Rail Capital Program will be available with the call for projects.</li><li>• No later than July 1, 2018, CalSTA will approve an initial five-year program of projects with the first year being 2018–19, with additional five-year programs approved by April 1 of each even- numbered year thereafter.</li></ul>	<p><b>CalSTA - Transit and Intercity Rail Capital Program</b></p> <ul style="list-style-type: none"><li>• Goal is to modernize transit systems, increase ridership, reduce greenhouse gas emissions and improve safety</li><li>• This is an existing program but it will be able to expand with additional funding of \$250 million annually</li><li>• The competitive program aims to improve the statewide transit network and reduce greenhouse gas emissions.</li><li>• CalSTA is anticipating publishing final guidelines and making a call for projects in October 2017.</li><li>• CalSTA plans to finalize guidelines in October 2017 for the funding period that covers 2017-18 through 2019-20. CalSTA reserves the right to reopen and revise these guidelines at any time, at its discretion.</li><li>• CalSTA will issue a new set of guidelines prior to 2020-21 to cover funding in from that year and subsequent years.</li></ul>