



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

## IMPLEMENTATION PLAN OVERVIEW

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. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs for the Commission to oversee. The development of guidelines included workshops open to all interested parties. The timelines below are intended to be a guide and will be updated as necessary during the programming process.

<b>EXISTING PROGRAMS UNDER COMMISSION OVERSIGHT</b>	
<b>Active Transportation Program Augmentation (\$100M per year)</b>	<b>State Highway Operation And Protection Program (SHOPP) (Approximately \$1.9B per year for the SHOPP and Caltrans maintenance efforts)</b>
<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 – Workshop to develop guidelines</li> <li>• June 28, 2017 – Adoption of guidelines</li> <li>• August 1, 2017 – Applications due</li> <li>• October 18-19, 2017 – Program adoption: statewide &amp; small urban and rural components</li> <li>• December 6-7, 2017 – Program adoption: MPO component</li> </ul>	<p>Along with a significant expansion of the Commission’s oversight responsibilities, 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> <ul style="list-style-type: none"> <li>• May 17, 2017 - Presentation of draft interim guidelines</li> <li>• June 28-29, 2017 - Adoption of interim SHOPP guidelines and Transportation Asset Management Plan Guidelines</li> <li>• February 28 &amp; March 22, 2018 – SHOPP Hearings</li> <li>• March 21-22, 2018 – Program adoption</li> </ul>
<b>State Transportation Improvement Program (STIP)</b> <p>SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding was included in the 2018 STIP Fund Estimate and will be incorporated in the 2018 STIP.</p> <ul style="list-style-type: none"> <li>• August 16-17, 2017 – Adoption of guidelines and Fund Estimate</li> <li>• October 13, 2017 - Submittal of draft Interregional Transportation Improvement Program</li> <li>• October 19 &amp; 24, 2017 - Interregional Transportation Improvement Program Hearings</li> <li>• December 15, 2017 - Submittal of Regional Transportation Improvement Programs and final Interregional Transportation Improvement Program</li> <li>• January 25 &amp; February 1, 2018 - STIP Hearings</li> <li>• March 21-22, 2018 - Program adoption</li> </ul>	<b>Traffic Congestion Relief Program (TCRP)</b> <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 was approximately \$90 million of savings attributable to specific projects. The Commission approved final programming amendments and allocations at the Commission’s June 28-29, 2017 meeting.</p>

<b>NEW SB 1 PROGRAMS</b>	
<p><b>Local Partnership Program (\$200M per year)</b></p> <p>To recognize the benefits of a competitive program while still providing incentives to counties to enact taxes and fees to fund transportation needs, the Commission approved implementation of the Local Partnership Program as a 50% competitive program, 50% formulaic program.</p> <ul style="list-style-type: none"> <li>• June through September 2017 – Workshops to develop guidelines</li> <li>• August 16, 2017 – Presentation of draft guidelines</li> <li>• October 18-19, 2017 – Adoption of guidelines</li> </ul> <p>Formulaic Program:</p> <ul style="list-style-type: none"> <li>• October 27, 2017 – Voter approval information due</li> <li>• December 6-7, 2017 – Adoption of formula shares</li> <li>• December 15, 2017 – Applications due</li> <li>• January 31, 2018 – Program adoption</li> </ul> <p>Competitive Program:</p> <ul style="list-style-type: none"> <li>• January 30, 2018 – Applications due</li> <li>• May 16-17, 2018 – Program adoption</li> </ul>	<p><b>Trade Corridor Enhancement Account (Approximately \$300M per year)</b></p> <p>SB 1 established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 on July 21, 2017 which directed the Commission to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement.</p> <ul style="list-style-type: none"> <li>• June through October 2017 - Workshops to develop guidelines</li> <li>• October 18-19, 2017 – Adoption of guidelines</li> <li>• January 30, 2018 – Applications due</li> <li>• May 16-17, 2018 – Program adoption</li> </ul>
<p><b>Solutions for Congested Corridors Program (\$250M per year)</b></p> <p>The primary objective of the Congested Corridors Program is to fund projects that make specific improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.</p> <ul style="list-style-type: none"> <li>• June through October 2017 – Workshops to develop guidelines</li> <li>• October 18, 2017 – North hearing on guidelines</li> <li>• November 6, 2017 – Draft guidelines to Legislature</li> <li>• December 6-7, 2017 – South hearing and adoption of guidelines</li> <li>• February 16, 2018 – Applications due</li> <li>• May 16-17, 2018 – Program adoption</li> </ul>	<p><b>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 – 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>Inspector General (Effective July 1, 2017)</b></p> <p>No Action Required.</p>	

**Contact Us:**

Mitchell Weiss, Chief Deputy Director  
[Mitchell.Weiss@catc.ca.gov](mailto:Mitchell.Weiss@catc.ca.gov) or (916) 654-4245