# Senate Bill 1 Accountability & Transparency Guideline Update Workshop



August 23, 2022



# Welcome and and Introductions

#### **DAWN CHESER**

Associate Deputy Director

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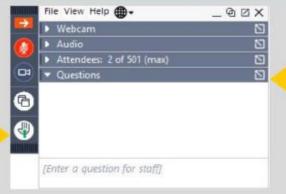


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# Agenda Review



- Workshop Focus
  - Schedule
  - Purpose and Need
  - Subsequent Workshop Discussion Topics
  - Baseline Agreement Requirements & Process
  - Baseline Addendum Proposed New Process
- Closing and Next Steps
  - Questions and Comments
  - Discussion Recap
  - Action Items and Next Steps

# Schedule



Workshop #2	October 4, 2022
Commissioner Briefing	Late Oct/Early Nov 2022
Workshop #3 (if needed)	Mid-November 2022
Draft Guidelines Presented	December 7-8, 2022
Final Guidelines Adoption	January 25-26, 2023

# Purpose and Need



Statute specifically states "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."

# Purpose and Need



- Communicate expectations
- Emphasize program and project accountability
- Identify and report expected and actual benefits
- Deliver approved project scope, cost, and schedule
- Inform the Legislature and public

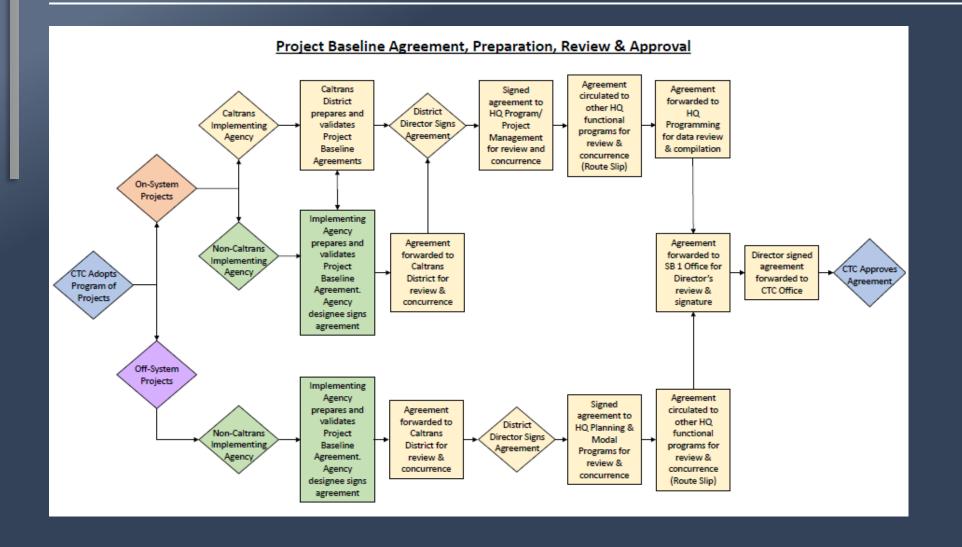
# **Subsequent Discussion Topics**



- Reporting
- Consequences
- Audits
- Other suggestions

# **Baseline Agreement Process**







#### Applicable Programs (no proposed changes)

- Active Transportation Program with current adopted thresholds
- Competitive Local Partnership Program with current adopted thresholds
- Solutions for Congested Corridors all projects
- Trade Corridor Enhancement Program all projects

#### Applicable Program (with proposed change)

 State Highway Operation and Protection Program – only projects with a total project cost of \$50 million or greater.



#### Timelines (proposed changes in strikethrough & bold)

- Approve at Commission Meeting within four six months after program adoption.
- For projects that meet thresholds after program adoption (ex cost increases, supplemental funding, etc.) approve at Commission meeting within 60 days six months
- For projects that not completed environmental, approve within six months after CEQA and NEPA (if applicable) are completed.



#### Proposed new language/clarifications

- Responsibility to pay cost increases will be memorialized in the baseline agreement for projects jointly nominated by Caltrans and another local agency.
- ATP Non-Infrastructure (NI) projects Baseline agreement is not required for allocation of the NI portion of an infrastructure/NI combination project.
- Projects requesting allocation (other than cited exceptions) in the six months after program adoption, baseline agreement must be approved no later than the sixth month.



#### Baseline Amendment – existing language

- Receives additional program funds in a subsequent programming cycle
- Change in responsible parties
- At the discretion of the Commission

Baseline Amendment – proposed additional scenario

- Project segmented/split after programming
- Reduced scope along with a reduction in SB 1 Funding
- Other suggestions

### Baseline Addendum



- New proposal to help reduce processing time and paperwork.
- Used to document minor adjustments or corrections to an approved Baseline Agreement.
- Signed by Applicant, Implementing Agency, Caltrans' SB1 Program Manager, and the Commission's SB 1 Deputy Director.
- No formal Commission Action required.
- Approved requests posted to the Commission's website.
- Request Form to be created.

# **Closing and Next Steps**



- Questions and Comments
- Discussion Recap
- Action Items
- Next Steps
- Workshop #2- October 4<sup>th</sup>

# **SB 1 Accountability & Transparency Contacts**



Dawn Cheser, Associate Deputy Director - <a href="Dawn.Cheser@catc.ca.gov">Dawn.Cheser@catc.ca.gov</a>

Kayla Giese, Program Analyst – Kayla.Giese@catc.ca.gov

#### **SB 1 Programming**

Matthew Yosgott, Deputy Director - Matthew. Yosgott@catc.ca.gov



# Thank You!