




MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Executive Director's Report for the January 18, 2017 Meeting

DATE: January 12, 2017

1. STATE ROUTE 49 STAKEHOLDERS COMMITTEE

On December 8, 2016 the State Route (SR) 49 Stakeholders Committee met at the Grass Valley California Highway Patrol (CHP) office. During the meeting the committee received a review of enforcement and accident statistics on SR 49 provided by the CHP. Caltrans staff provided an update on the proposed widening of SR 49 from La Barr Meadows Road to McKnight Way.

In response to the discussion held, CHP and Caltrans will be providing additional detail related to accident locations and enforcement statistics that may indicate the need for future improvements on the highway. The Stakeholders Committee will then meet to discuss the information and to identify potential future improvements along the highway corridor.

2. NATIONAL ASSOCIATION OF DEVELOPMENT ORGANIZATIONS

The National Association of Development Organizations (NADO) provides advocacy, education, research, and training for the nation's regional planning and economic development organizations, including nonmetropolitan regional transportation planning organizations. The association and its members promote regional strategies, partnerships, and solutions to strengthen the economic competitiveness and quality of life across America's local communities.

In 2016, the NADO Research Foundation released a report entitled "Regional Rural Transportation Planning: State Models for Local Consultation, Regional Coordination, and Regional Transportation Planning Organizations". Using information from regional planning practitioners, rural planning work programs, contracts, and planning documents, this new research presents information on annual budgets, institutional structures, and major functions for regional transportation in rural areas in over 30 states.

The Nevada County Transportation Commission was highlighted in the report as representing rural transportation planning agencies in California. An excerpt from the report is attached.

3. CALIFORNIA TRANSPORTATION COMMISSION'S HIGHLIGHTS OF THE 2016 ANNUAL REPORT TO THE CALIFORNIA LEGISLATURE

Established in 1978 as an independent state body, the California Transportation Commission serves as the public review body for the State's Transportation Program. The functions of the Commission are assigned and 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 California State Transportation Agency Secretary and the Legislature in formulating and evaluating state policies and plans for state transportation programs.
- Participate in development of state and federal legislation and adopt policies to implement enacted laws.

The Commission is required to adopt and submit an Annual Report to the Legislature by December 15th of each year. The report must include a summary of the Commission's prior-year decisions in allocating transportation capital outlay appropriations, and identify timely and relevant transportation issues facing the State of California.

A copy of "Highlights of the 2016 Annual Report to the California Legislature" is attached.

Regional Rural Transportation Planning:

State Models for Local Consultation, Regional Coordination,
and Regional Transportation Planning Organizations



About the NADO Research Foundation

Founded in 1988, the NADO Research Foundation is the nonprofit research affiliate of the National Association of Development Organizations (NADO). The NADO Research Foundation identifies, studies, and promotes regional solutions and approaches to improving local prosperity and services through the nationwide network of regional development organizations. The Research Foundation shares best practices, offers professional development training, analyzes the impact of federal policies and programs on regional development organizations, and examines the latest developments and trends in small metropolitan and rural America. Most importantly, the Research Foundation is helping bridge the communications gap among practitioners, researchers, and policymakers.

Learn more at www.NADO.org and www.RuralTransportation.org.

This report was primarily authored by NADO Associate Director Carrie Kissel and Program Manager Brett Schwartz, with research and writing assistance from Sara James and design provided by Susan Dyer of SDyer Design. Many regional planning and development organization and state DOT staff and others assisted with this project in a variety of ways. We offer deep and heartfelt thanks to all the individuals who have provided information and images, consented to be interviewed, and offered editorial guidance in support of this research. This work is supported by the Federal Highway Administration under contract number DTFH61-15C-00020. Any opinions, findings and conclusions, or recommendations expressed in this publication are those of the authors and do not necessarily reflect the views of FHWA or the NADO Research Foundation.

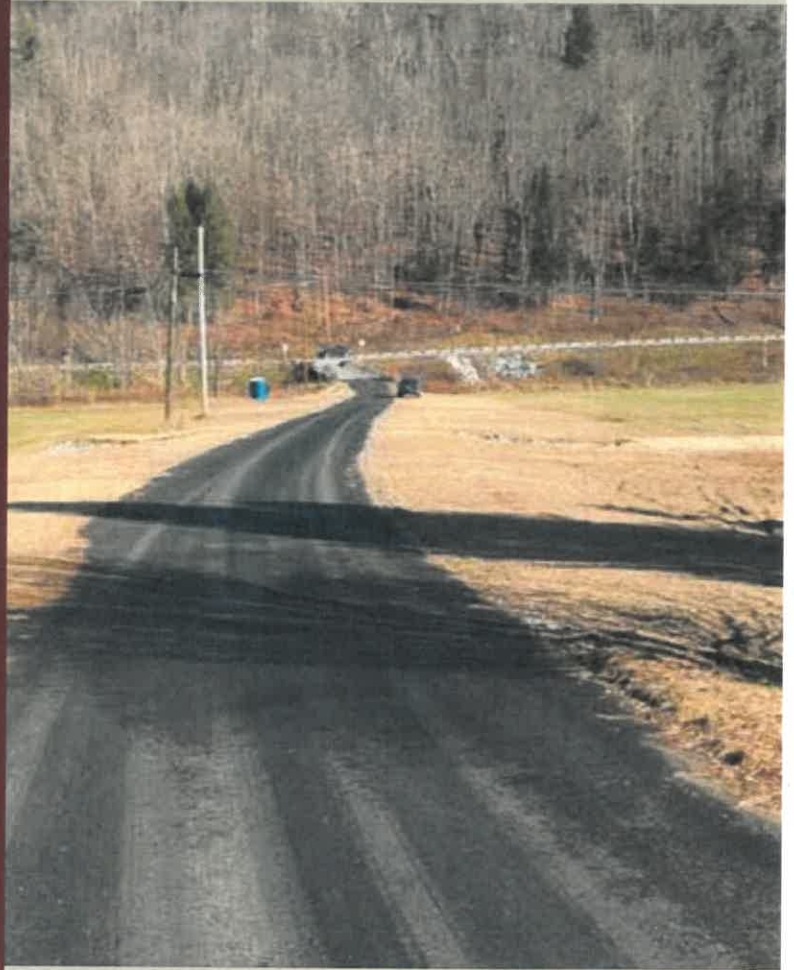


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Back cover images courtesy Tennessee DOT, Great Falls Development Authority, Region XII Council of Governments

Contents

4	Introduction
7	Funding Support for RTPO-type Entities and Activities
8	Alabama
9	Arizona
12	California
14	Colorado
16	Connecticut
19	Florida
20	Georgia
21	Illinois
23	Indiana
24	Iowa
26	Kentucky
29	Maine
30	Massachusetts
31	Michigan
33	Minnesota
35	Missouri
37	New Mexico
39	New York
41	New Hampshire
43	North Carolina
45	Ohio
49	Oklahoma
50	Oregon
51	Pennsylvania
53	South Carolina
55	South Dakota
56	Tennessee
58	Texas
61	Utah
63	Vermont
65	Virginia
66	Washington
68	Wisconsin

Introduction

In 2015 - 2016, the NADO Research Foundation conducted research on regional nonmetropolitan transportation planning. This research included reviewing work programs, contractual agreements, regional plans and programs, and websites, as well as conducting interviews with regional planning and development organization (RDO) and state department of transportation (DOT) staff and other transportation professionals.



Emergence of Regional Transportation Planning

The field of regional-level rural transportation planning has existed in a very small number of states since the 1970s, around the same time that many metropolitan areas were solidifying their approach to transportation planning through metropolitan planning organizations (MPOs) that were formed following the 1962 Federal-Aid Highway Act. Rural transportation planning greatly expanded after Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, with its emphasis on local participation, and the 1998 Transportation Equity Act for the 21st Century (TEA-21) that elevated the role of rural local officials in statewide planning. In order to meet new federal requirements, states developed new outreach methods, including supporting the work of rural, regional transportation planning organizations (often called RPOs or RTPOs). The majority of these rural transportation programs were established in existing regional planning and development organizations, which typically conduct multiple forms of planning and community and economic development work. Some rural transportation programs were also set up in county planning offices, state DOT district or regional offices, MPOs serving surrounding rural areas, other parent agencies already serving multiple local jurisdictions, or as standalone organizations. Some of the regions staff an MPO as well as an RTPO within the same regional agency.

The federal planning regulation finalized in 2003 (and again in 2007 after the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed) outlined the required process for nonmetropolitan local official consultation in statewide planning. From the federal policy perspective, RTPOs were considered a stakeholder to the planning process, but they were not defined until the 2012 law Moving Ahead for Progress in the 21st Century (MAP-21) established a common set of tasks and institutional structures for the voluntary organizations. This provided a pathway for federal recognition, with prescribed responsibilities and relationships. The nation's first RTPOs were designated according to the federal definition in January 2016 in Ohio.

A Federal Policy Framework for Regional Transportation Planning

In January 2003, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a new rule to guide the consultation process between state transportation officials and nonmetropolitan local officials. The regulation implemented the congressional intent of the 1998 TEA-21 law to enhance the participation of rural local elected and appointed officials in the statewide transportation planning and decision-making processes. Highlights of the rule include:

- Each state must develop a documented process for local official input into statewide transportation plans and investment programs, and states must seek feedback from local officials and others regarding the consultation process every five years
- The consultation process must be "separate and discrete" from state processes to obtain input from the general public, giving weight to local government officials in recognition of their significant transportation responsibilities, including ownership of roads, bridges, and transit systems
- The rule modified the definition of "consultation" to require states to confer with local elected and appointed officials before taking actions, consider the officials' views and periodically inform them about actions taken
- States that choose not to follow recommendations provided by local officials during the comment period are required to make the reasons for their decisions public

Developing regional planning partnerships in nonmetropolitan areas has been one method states have used to complete their local consultation efforts. The 2012 law MAP-21, 2015 Fixing America's Surface Transportation (FAST) Act, and planning regulation finalized in 2016 elevate the role of local officials in statewide planning, so that states must "cooperate" rather than "consult" with local officials or, if applicable, through RTPOs. This provides an enhanced level of communication between states and local officials.

MAP-21 also defined RTPOs' structure and responsibilities in federal statute for the first time. Governors may choose to establish RTPOs, but where they exist, they must be multijurisdictional and establish a policy committee and fiscal agent. RTPOs must complete the following duties:

- Develop regional long-range multimodal transportation plans
- Develop a regional TIP for consideration by the state
- Foster the coordination of local planning, land use, and economic development plans with state, regional, and local transportation plans and programs
- Provide technical assistance to local officials
- Participate in national, multistate, and State policy and planning development processes
- Provide a forum for public participation in the statewide and regional transportation planning processes;
- Consider and share plans and programs with neighboring RTPOs, MPOs, and, where appropriate, Indian Tribal Governments
- Conduct other duties

Sources: *Federal Register*, January 23, 2003; *Technical Corrections February 14, 2003*; May 27, 2016

RTPOs Today

Over half of the states in the U.S. had established some form of rural transportation planning prior to the enactment of MAP-21, and several states have also passed their own statutes governing rural transportation planning. As a result, a patchwork of institutional models and responsibilities exist today, and RTPO-type entities are called a variety of names. Generally, RTPOs have been set up to model basic MPO structures and functions. Together with MPOs, RTPOs often offer states a consistent statewide model for conducting planning that is continuing, comprehensive, and cooperative.

RTPOs typically have a policy board made up primarily of local officials from nonmetropolitan jurisdictions, which may also be the RDO's or parent agency's own governing board, or a subset of its members and other transportation leaders. Many RTPOs also have a technical committee, comprising public works or planning staff from member local governments, representatives of transportation modes, state DOT staff, and others with an interest in transportation. In some states, the RTPOs also may form other committees, including citizen's advisory committees, safety committees, transit or coordinated transportation committees, bicycle/pedestrian committees, and more, whose make recommendations to the policy board about actions to support rural transportation goals.

In most states that have formed RTPOs or support rural transportation planning programs, the regional process is typically intended to support the federal statewide planning processes and requirements. As a result, the most common source of funding for RTPO work is FHWA Statewide Planning and Research, although FTA Planning and Rural Transit programs are also accessed, along with state sources of funding and often a local match. The RTPOs' responsibilities often include conducting their own or assisting with the state's public participation efforts, developing a regional long-range plan, and identifying regional priorities to include in a transportation improvement program (TIP) or a list of projects for the state to consider. Technical assistance is an important function in nearly every RTPO state, with the regional entities able to respond to local government questions, conduct technical analyses and local plans, assist with grant applications, develop or support the transportation chapters of local comprehensive plans, and other functions. Depending on available funding, they may complete

other documents such as corridor studies, safety plans, bicycle and pedestrian maps and plans, freight plans, and other products. These efforts are of great benefit in rural areas, where local jurisdictions may have limited professional staff and little capacity to access federal funds.

The regional planning process benefits state DOTs by providing them with a direct and ongoing link to local officials and to other stakeholders. The regional planning process provides a venue to establish priority issues and strategies and to identify projects affecting regional-level, rather than parochial, outcomes that are vetted through a local and public process. Working together to develop projects can help to address local needs that may not be apparent at the state level. RTPOs are often called upon to serve on statewide committees or advisory groups, to guide the development of many different state-level plans.

As the nation's transportation needs grow, and consistent funding continues to be a concern, RTPOs' roles have evolved. Increasingly, RTPO staff and decision makers are looking to formalize the planning and project identification process. More and more RTPOs are taking steps to connect project priorities to long-range strategic planning, and developing criteria connected to state and federal laws as well as the regional vision for transportation. As states and MPOs take on new requirements for performance-based planning, including setting targets for federally defined measures, many RTPOs are identifying measures to use in their planning. Some state DOTs are also working with RTPOs to determine their roles in adopting the federally required performance management process themselves or supporting the state's performance management efforts.

This report presents a snapshot of the work occurring at the regional level in nonmetropolitan areas in 32 states. Most of these states have a formal contractual and/or consultative relationship with organizations providing regional transportation planning services, but other models are presented here, as well. Voluntary RTPOs without annual state contracts, regional support for statewide mapping efforts, consistent approaches to mobility management and coordinated human services transportation, and partnerships to address specific regional concerns or special studies are also shared in this report.

Funding Support for RTPO-type Entities and Activities

State	Total annual funding (including match)	Match rate and source	Date established
Alabama	\$40,000 – \$75,000	20% local	2005 – 2006
Arizona	\$330,000	20% local	1970
California	\$125,000 – \$422,000		1972 – 1975 for most RTPAs
Colorado		No match required	1992
Connecticut	\$176,250	10% state, 10% local	1990s
Florida	\$25,000 (former contracts)		2005, until 2015
Georgia	\$50,000 - \$125,000	20% local	2000
Illinois			2008, coordinated plans only
Indiana	\$29,000 – \$101,000	20% local	2001 and 2005
Iowa	\$40,000 – \$76,000	20% local	1993
Kentucky	\$65,000 – 105,000	10% state, 10% local	1994
Maine	\$5,000 – \$15,000, option to apply for add'l funds	20% state	1994
Massachusetts	\$300,000 – \$500,000	20% state	1970s
Michigan	\$57,000	20% state	1975
Minnesota	\$88,235	15% local	Early 1990s
Missouri	\$80,882.35	20% local	1994
New Hampshire	\$200,000 – \$390,000	10% state, 10% local	Early 1990s
New Mexico	\$106,250	20% local	Early 1990s
New York	No rural reg'l planning program, but may complete special studies		
North Carolina	\$115,625 – \$144,531	20% local	2002
Ohio	\$88,000 - \$214,000	10% state, 10% local	2013
Oklahoma	\$78,000	20% local	2012
Oregon	Varies	No match required	1996
Pennsylvania	\$346,000 – \$390,000	10% state, 10% local	1992
South Carolina	\$106,500	20% local	1997
South Dakota	No rural reg'l planning program, but may provide GIS support		
Tennessee	\$60,000 – \$100,000	10% state, 10% local	2005 – 2006
Texas	Varies; voluntary organizations		1999 – 2009
Utah	\$12,000 – \$50,000	20% or more local	2005 – 2008
Vermont	\$150,000 – \$250,000	10% state, 10% local	1993
Virginia	\$72,500	20% local	1993
Washington	Varies; \$2.2M total for state	No match required	1990
Wisconsin	\$54,000 – \$200,000	Varies; often 20% local	1976

Note: Information provided by regional or state agency staff or contained in planning documents.

California

Quick Facts

Number of Regional Transportation Planning Agencies serving rural areas: 26

Total annual funding: \$125,000 - \$422,000
(state Rural Planning Assistance Program)

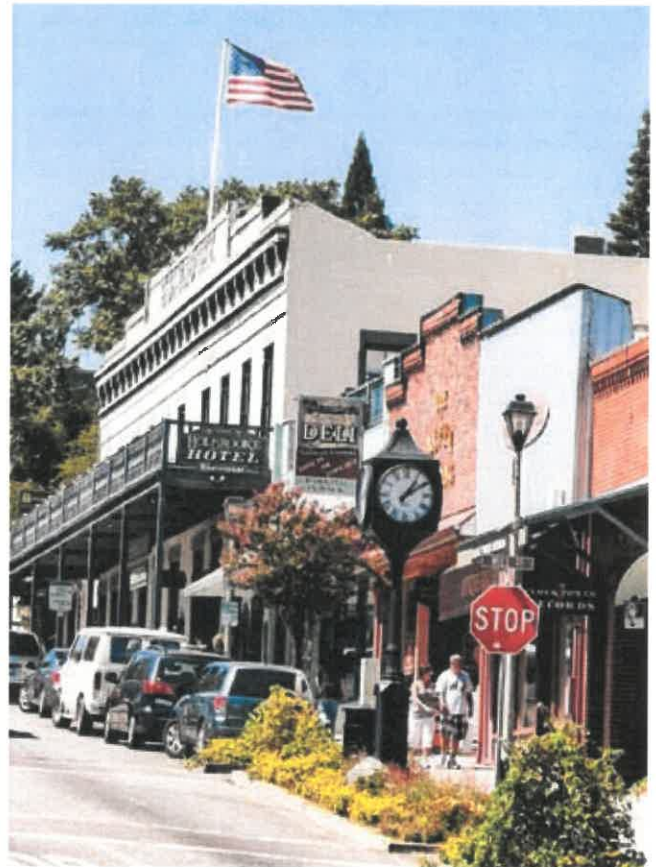
Date established: 1972 - 1975 for most RTPAs

Every county in California is served by a regional transportation planning agency (RTPA), created by state law. RTPAs are known locally as local transportation commissions, county transportation commissions, councils of government, and associations of government. Counties with urbanized areas over 50,000 people also have MPOs to guide regional transportation planning. By law, both MPOs and RTPAs are required to develop an Overall Work Program (OWP) and regional transportation plan (RTP). They also select projects identified in the TIPs.¹³

According to Garth Hopkins, formerly with the California Department of Transportation (Caltrans), "RTPAs play an important role in Caltrans' overall planning efforts. The state realizes that even at the District level, a local agency will be better informed about their needs and priorities."¹⁴

In California, there are currently 44 RTPA, 18 of which are MPOs or exist within MPO boundaries. They utilize federal and state funds to achieve regional transportation goals as outlined in their OWPs. Federal and state funding includes FHWA SPR funds, FTA Section 5304 Statewide Planning funds, FHWA PL funds (for urbanized RTPAs), Rural Planning Assistance (RPA) funds, Active Transportation Planning (ATP) funds, and Cap and Trade funds.¹⁵ Like MPOs, the rural RTPAs have significant involvement in both the planning and project investment processes. "Caltrans relies on RTPAs for rural planning," notes Hopkins.¹⁶

The Nevada County Transportation Commission (NCTC) is one of California's rural RTPAs. Established in 1972 by state statute, NCTC's mission is to "to plan, communicate, and coordinate with the citizens and decision-makers of Grass Valley, Nevada City, Nevada County, the Town of Truckee, and with Caltrans to identify transportation needs, propose solutions, and

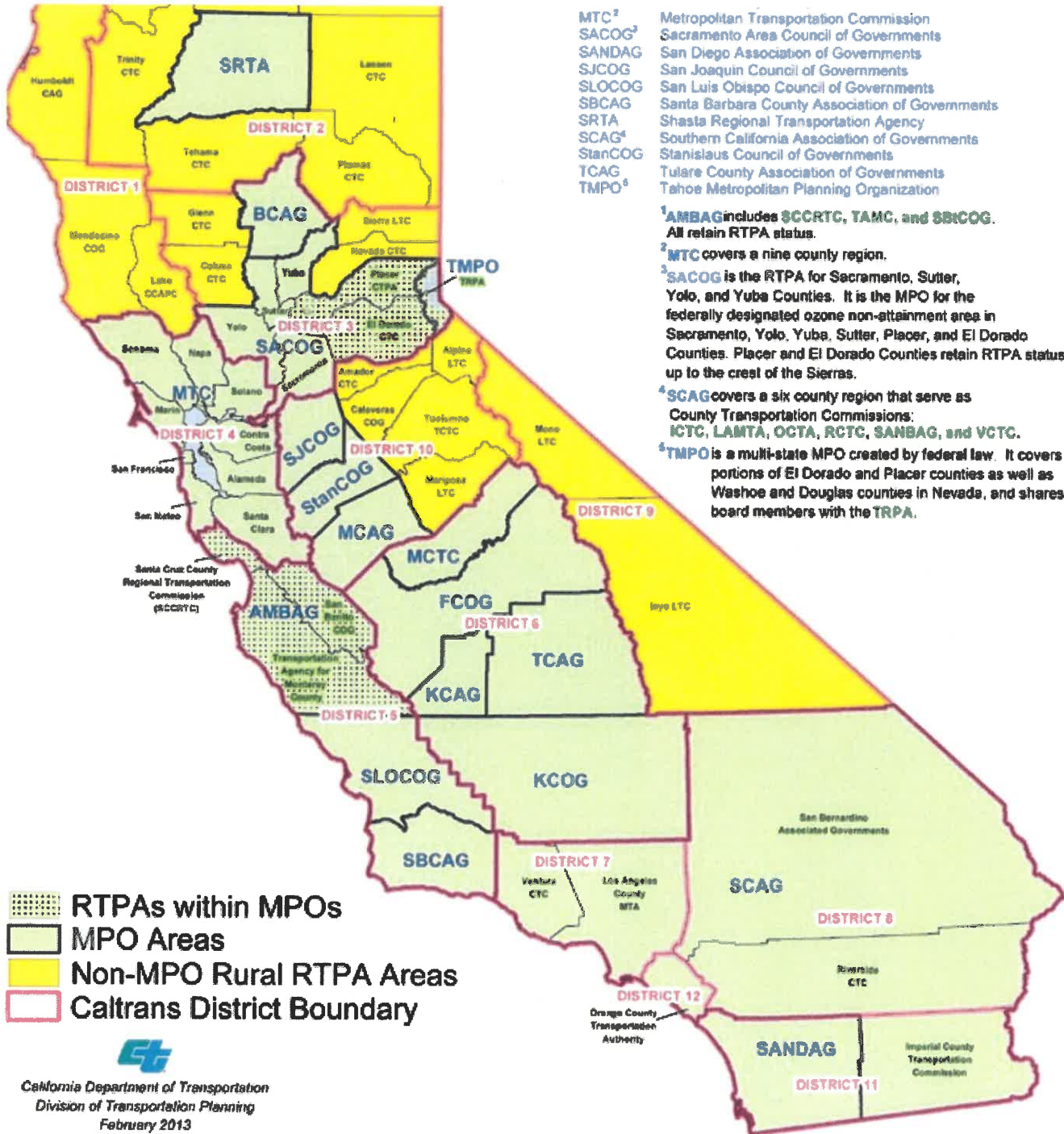


assist in implementing projects to create a balanced regional transportation system, while protecting the rural qualities and historic character of Nevada County."¹⁷ NCTC is funded through a combination of sales tax returns, state Planning, Programming, and Monitoring (PPM) funding, state Rural Planning Assistance funding, and FTA grants.¹⁸ It has also instituted a regional mitigation fee to supplement state and federal funding.

Around 80 percent of the OWP is spent on providing technical assistance to local jurisdictions and the county DOT. This includes travel demand modeling, performance measurement projects, and developing and planning coordinated human services transportation plans, development plans, and bike and pedestrian plans.¹⁹ NCTC tracks a variety of performance and safety measurements, including congestion, vehicle miles traveled (VMT), level of service (LOS), and crash data. NCTC also conducts transit planning for two systems in the county, utilizing FTA 5305 funds and provides staff for two airport commissions in the county.

NCTC is required to develop its Regional Transportation Plan every four years. This document addresses ten-year and twenty-year projections for planning and funding streams. Using performance management measures at the request of the state, the RTP covers safety, air quality, transit, mobility, and congestions issues.²⁰

California Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs)



Courtesy Caltrans

Overall, NCTC serves an important role in connecting local, state, and federal stakeholders and partners while engaging the public in the transportation process. It does this through hosting meetings, workshops, and trainings, and posting information on its website, sharing press releases with local newspapers, and through radio broadcast updates.²¹ NCTC also participates in statewide and regional coalitions, including the RTPA Group, the Rural Counties Task Force, and the North State Super Region group.²² These relationships better connect NCTC to new opportunities and resources from state and federal partners.

For more information on regional transportation planning in California, visit www.dot.ca.gov/hq/tpp/offices/orip.

¹³ California Department of Transportation, Division of Transportation Planning, Office of Regional and Interagency Planning (2013). *Regional Planning Handbook*, www.dot.ca.gov/hq/tpp/offices/orip/owp/index_files/2013_RPH_Final.pdf

¹⁴ Personal communication with Garth Hopkins, April 2014

¹⁵ Personal communication with Jacqueline Hodaly and Erin Thompson, July 2016

¹⁶ Personal communication with Garth Hopkins, April 2014

¹⁷ Nevada County Transportation Commission (nd). "About NCTC," www.nctc.ca.gov/About-NCTC/index.html

¹⁸ Personal communication with Daniel Landon, July 2016

¹⁹ Personal communication with Daniel Landon, July 2016

²⁰ Nevada County Transportation Commission (2013). *Nevada County Transportation Update: March 2013*, www.nctc.ca.gov/documents/Newsletters/54%20-%20March%202013.pdf

²¹ Personal communication with Daniel Landon, July 2016

²² Nevada County Transportation Commission (2013)

Colorado

Quick Facts

Number of Transportation Planning Regions serving partial or completely rural areas: 13

Total annual funding: \$1,000 - \$25,000
(80% FHWA SPR, 20% state match)

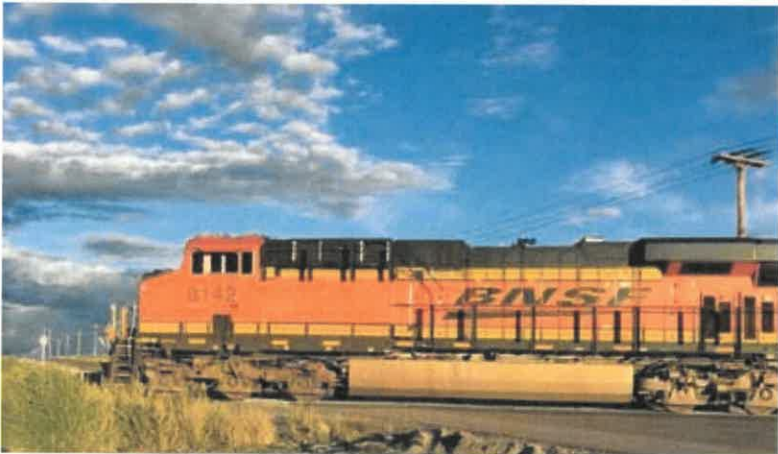
Date established: 1992

Though Colorado does not have a formal RPO structure, the Colorado Department of Transportation (CDOT) has a centralized planning process and consults with regional organizations for input. Since 1991, Colorado state law has required a cooperative planning process for all parts of the state. The state DOT created 15 transportation planning regions to help develop regional transportation plans for inclusion in the statewide plan. Colorado has ten transportation planning regions (TPRs) serving rural areas, three MPOs whose TPRs also serve some non-MPO territory, and two MPOs whose TPR service areas are completely urbanized.²³

All regions submit priority lists to the state Transportation Commission for inclusion in the Statewide Transportation Improvement Program (STIP). CDOT relies on support from the regional organizations for local public involvement efforts. They focus heavily on involving the public, local leaders, and other civic interests in the planning process and crafting of a long-range vision for each region and the state.²⁴

Representatives from the TPRs and MPOs meet monthly to participate in the Statewide Transportation Advisory Committee (STAC). This provides an opportunity for regional transportation staff to advise CDOT and the Transportation Commission on multimodal transportation issues, review the regional transportation plans and their incorporation into the statewide plan, and discuss other issues related to the state's transportation network.²⁵

CDOT's financial support of the TPRs includes funding to travel to the monthly STAC meetings, as well as to support meeting and administrative costs. In total, \$150,000 is allocated directly to the TPRs across the state each year, and CDOT uses additional FHWA SPR funds to support the TPRs through other planning activities.²⁶



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NATIONAL ASSOCIATION OF DEVELOPMENT ORGANIZATIONS
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Regional Strategies, Partnerships, Solutions
AN AFFILIATE OF THE NATIONAL ASSOCIATION OF DEVELOPMENT ORGANIZATIONS
400 North Capitol Street, NW, Suite 388
Washington, DC 20001
202.624.7806 phone
202.624.8813 fax
info@nado.org • NADO.org
RuralTransportation.org

2016

HIGHLIGHTS OF THE 2016 ANNUAL REPORT TO THE CALIFORNIA LEGISLATURE

Summary of Recommendations and Accomplishments





For the past decade, the lack of sufficient funding available to address the state's transportation needs for a growing population and recovering economy has been of great concern to the California Transportation Commission (Commission). The Commission sincerely appreciates that the Legislature took up many of the Commission's previous recommendations in the last session to improve the state's transportation system. However, despite efforts by both the Administration and the Legislature, no long-term solutions to address the transportation funding shortfall have been enacted and the fiscal crisis continues to escalate.

As we look to 2017, the Commission recognizes the sense of urgency to meet the state's transportation goals in a sustainable manner. We also recognize the importance of meeting these goals while at the same time protecting California's economy. Therefore, it is imperative that systemic reforms and sufficient, reliable, and dedicated funding are secured for transportation infrastructure in the 21st century to address the most critical needs to provide the greatest overall benefit to Californians.

In its 2016 Annual Report to the Legislature, the Commission continues to recommend that the state's transportation funding needs and related reforms be addressed by the Legislature to ensure that California's safety, mobility, economy, environment and quality of life are protected. Recommendations are also provided for delivering the transportation program more efficiently and effectively while increasing transparency and accountability of public funds.

This document summarizes the specific recommendations that the Commission believes should be considered during the 2017 Legislative Session. A comprehensive discussion of these recommendations is contained in the Commission's 2016 Annual Report.

2017 Legislative Recommendations

Address the Transportation Funding Shortfall (Funding)

- Provide additional, reliable, and sufficient transportation funding, and index all state fuel excise tax revenues to address inflation.
- Reset the price-based gasoline excise tax to 18-cents per gallon and eliminate the annual revenue neutrality adjustment.
- Place a constitutional amendment before the voters to protect all transportation revenues and ensure these revenues are invested in transportation.
- Create a funding stream dedicated to improving freight mobility, and administer the program through the Trade Corridor Improvement Fund, or a similar program.

Promote Efficiency Through Innovation (Reforms)

- 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.
- Authorize the Administration to implement an "advance mitigation" environmental program, including approving an up-front environmental mitigation program funding set-aside.
- Permanently re-enact the waiver of sovereign immunity necessary for the state to review and approve projects pursuant to the National Environmental Policy Act (NEPA), known as the NEPA Assignment.
- Direct an independent entity such as the Legislative Analyst's Office to recommend additional measures for use in identifying and evaluating the cost and benefit of future regulations on State Transportation Programs prior to regulatory adoption.
- Create a task force to establish a process for early engagement of all parties in project development to reduce permit processing time, establish reasonable deadlines for permit approvals, and provide greater certainty of permit approval requirements.
- Provide environmental streamlining measures for bike and pedestrian projects awarded funding through the Commission's Active Transportation Program (ATP).
- Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area.
- Extend statutory authority related to environmental review exemptions for specific repairs within existing public rights of way.

Instituting Accountability and Transparency (Reforms)

- Assign to the Commission the responsibility to allocate Caltrans' project development costs by project component and provide the Commission with the resources necessary to effectively review allocation requests.
- Clarify in statute that the Caltrans-prepared Transportation Asset Management Plan must integrate Caltrans' Maintenance and State Highway Operation & Protection (SHOPP) workload.

2017 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.
- Support the Transportation Agency's efforts to strengthen the organizational independence and role of its internal audits and investigations function.
- Require Caltrans to establish a centralized innovative project delivery team comprised of technical, legal, and financial expertise to oversee all alternative procurement methods such as public-private partnership, design-build, and construction manager/general contractor.
- Update the California Transportation Plan 2040 recommendations to identify the implementation priority, estimated cost, timeframe and responsible agency.
- Require Caltrans to review the hours of High Occupancy Vehicle (HOV) lane operations in Southern California as a part of its statutorily-required report to the Legislature on the degradation status of the HOV lanes on the state highway system.
- Implement the Governor's proposal for Caltrans to generate \$100 million in efficiencies. Provide annual reports to the Commission and the Legislature on the savings generated.

FY 2015-16 Commission Accomplishments

- Allocated over \$4.5 billion in state and federal transportation funding, helping generate more than 72,000 private and public sector jobs, contributing to a construction program in excess of \$8.8 billion in state-administered construction contracts. Allocations were \$100 million less than in FY 2014-15, resulting in less contributed to the construction program and job creation.
- The Road Charge Technical Advisory Committee adopted and released Road Charge Pilot Design Recommendations. The Pilot Program is now in progress, with details at: http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge.html
- Amended the 2016 State Transportation Improvement Program (STIP) Fund Estimate and adopted the 2016 STIP, resulting in the deletion of \$754 million and delay of \$755 million in highway, rail, transit, bicycle and pedestrian project spending due to declining transportation revenues.
- Initiated development of the California Transportation Plan and Regional Transportation Plan Guidelines through an intensive stakeholder-driven, transparent, public process.
- Reported that Proposition 1B results demonstrate promises made to California voters were kept through good management, accountability measures, and transparent reporting. See report "Proposition 1B: Promises Made, Promises Kept" at www.catc.ca.gov.
- Adopted priorities for the State's Transportation Asset Management Plan and implemented processes for greater openness, transparency, and accountability for the State Highway Operation and Protection Program.
- Convened a workgroup to review Caltrans' current and projected capital outlay support staffing levels and methodology resulting in recommendations for improving accountability and transparency.
- Approved the development and operation of a high-occupancy toll facility on Interstate-405 between State Route 73 and Interstate-605 in Orange County that will improve the corridor's performance by increasing passenger throughput and reducing delays.
- Adopted the 2015 Active Transportation Program, programming \$359 million to 208 projects valued at approximately \$500 million.

Established in 1978 as an independent state body, the California Transportation Commission serves as the public review body for the State's Transportation Program. 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 California State Transportation Agency Secretary 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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James Madaffer
Joseph Tavaglione