



## STATE ROUTE 37 IMPROVEMENT PLAN

# SR 37 SURVEY

To help us improve your safety and experience on SR 37, please take a few minutes to complete the survey online at:  
[www.bit.ly/37survey](http://www.bit.ly/37survey)

**We need your feedback!**

### Enter to win a \$25 gift card.

When you have completed the survey, you can enter a drawing to win a \$25 gift card.

### Help us spread the word!

Please share this survey with your friends and neighbors.

The local transportation authorities of Marin, Sonoma, Napa and Solano Counties, along with Caltrans and the Metropolitan Transportation Commission, have been working together to explore and evaluate solutions for SR 37's growing traffic and environmental problems.

They are now **seeking input from the public** to better understand how the corridor is used and where improvements are most needed.

The feedback collected through this web survey will help policy makers **prioritize improvements along SR 37** and seek funding based on the needs of commuters and all SR 37 users.



# Call for Applications

## Priority Development Area (PDA) Planning Program PDA Technical and Staffing Assistance Programs

For program guidelines and applications, visit:  
<https://mtc.ca.gov/pda-call>

Applications due March 5, 2018

The **PDA Planning Program** funds Specific Plans that result in intensified land uses around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. Successful applications will propose plans that:

- (1) Increase housing supply, including affordable housing, and jobs;
- (2) Boost transit ridership and reduce vehicle miles traveled (VMT)
- (3) Increase walking, bicycling, carpooling and carsharing by effectively managing parking and driving while promoting multimodal connections; and
- (4) Retain and expand community assets, and locate key services and retail within the planning area.



The **PDA Technical Assistance Program** provides customized consultant assistance to complete discrete projects that allow a city to overcome specific policy or planning challenges to the adoption or implementation of PDA plans. Examples of eligible projects include:

- Affordable housing and anti-displacement policies
- Design guidelines, form-based codes, and placemaking
- VMT-based transportation impact standards
- Parking and Transportation Demand Management (TDM)
- Infrastructure and housing finance



The **PDA Staffing Assistance Program** addresses staff reductions that have limited the ability of cities to carry out work critical to implementing PDA Plans and Plan Bay Area. Customized consultant assistance is provided to jurisdictions to complete more complex planning efforts that address similar topics as the Technical Assistance Program. Previous Staffing Assistance grants have supported VMT-based transportation impact standards and Complete Streets standards.



## Attend a Pre-Application Workshop

**San Francisco** January 11, 2018, 1-3PM, Bay Area Metro Center  
375 Beale Street, Yerba Buena Conference Room  
San Francisco, CA 94105

**San Jose** January 17, 2018, 2-4PM, Valley Transportation Authority  
3331 North 1st Street, Auditorium  
San Jose, CA 95134

For more information, contact  
Mark Shorett, PDA Program Manager  
[mshorett@bayareametro.gov](mailto:mshorett@bayareametro.gov)  
(415) 464-7994

TDA 3 Project List - December 2017

Index	TIP ID	Allocation Number	Sponsor	Project Title								
	Source		Prog'd Amount	Phase	FY	Req'd Activity	Approval Date	Eligible Costs Incurred By	Zone	Notes	Prev Zone	
1			City of Napa	Tulocay Creek Bridge and Trail Completion								
	TDA 3	94	\$163,125	CON	13/14	Closeout/audit	3/26/2014	6/30/2017	G	Project complete		
2			American Canyon	Rio Del Mar/Los Altos/Theresa Ped Project								
	TDA 3	70	\$47,855	CON	14/15	Submit invoice/ closeout/ audit	10/22/2014	6/30/2017	G	Project complete		
3			St. Helena	Mitchell Drive Sidewalk Project								
	TDA 3	78	\$107,278	CON	14/15	Closeout/audit	1/28/2015	6/30/2017	G	Project complete		
4			Calistoga	Riverside Ped Project								
	TDA 3	68	\$106,427	CON	14/15		9/24/2014	6/30/2019	Y	Funds reallocated from FY 17 to FY 19. Waiting to hear back from CDFW on Streambed Alteration Agrmt.		
5			Yountville	Washington St. Sidewalk Project								
	TDA 3	69	\$51,086	CON	14/15	Closeout/audit	9/24/2014	6/30/2017	G	Project complete		
6			NVTA	Vine Trail Soscol Avenue Gap Closure								
	TDA 3	88	\$50,000	PSE	14/15		5/27/2015	6/30/2017	G	Funds spent.		

## STIP At Risk Report

2014 STIP Locally-Sponsored Napa County Projects      Status Date: December 2017

Red Zone Projects									
Ind	PP No.	Sponsor	Project Title						
	Source		Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
1	FMS 6013	Calistoga	Petrified Forest Road and SR 128 Intersection Improvements						
			\$105	PAED	16/17	Invoice	11/1/17	R	Project changed from PS&E to PA&ED. Env/ special studies in progress due on 6/30. Working on fund transfer agreement b/w the City and CT
	TDIF								
	RIP-T4-FED		\$50	ROW	17/18	Request obligation	11/1/17	R	Funds delayed to FY 17/18 from 16/17.
	RIP-T4-FED		\$425	CON	18/19	Request obligation	11/1/18	G	Funds delayed FY 18/19 from FY17/18
2	2130F	City of Napa	California Roundabouts						
	RIP-T4-FED		\$431	ROW	16/17	Invoice	2/21/18	G	CTC approved allocation 6/2016. Working on 1st invoice.
	RIP-T4-FED		\$1,070	CON	17/18	Request obligation	11/1/17	R	Funds allocated in FY 17/18 from FY16/17
3	FMS 5932	American Canyon	Devlin Road and Vine Trail Extension						
	RIP - T4 -ST		\$297	PE	15/16	Invoice	1/5/17	R	Working on 3rd invoice. 40% plans have been reviewed.

STIP At Risk Report  
2014 STIP Locally-Sponsored Napa County Projects

Status Date: December 2017

Yellow Zone Projects								
Index	PP No.	Sponsor	Project Title					
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
4		City of Napa	Silverado Five-Way Intersection Improvements					
		\$1,153	CON	17/18	Request obligation	11/1/17	Y	Project likely to become a SHOPP project - not in the TIP yet needs to be amended once PID is complete. S2.7M needs to be addressed

STIP At Risk Report  
2014 STIP Locally-Sponsored Napa County Projects

Status Date: December 2017

Green Zone Projects								
Index	PPNO	Sponsor	Project					
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
<b>5</b>	<b>2130Q</b>	<b>St. Helena</b>	<b>Highway 29/ Grayson Ave Signal Construction</b>					
	RIP	\$300	CON	14/15			G	Completed.
<b>6</b>	<b>FMS 5725</b>	<b>American Canyon</b>	<b>Eucalyptus Drive Extension</b>					
	RIP -T4-FED	\$1,154	CON	20/21	Request obligation	11/1/20	G	Postponed from FY18/19
	RIP -T4-FED	\$1,665	CON	21/22	Request obligation	11/1/21	G	Funds reallocated from Devlin Road Ex. To FY 21/22
<b>7</b>	<b>FMS 5942</b>	<b>Yountville</b>	<b>Hopper Creek Pedestrian Path</b>					
	RIP-T4-FED	\$100	PS&E	18/19	Request obligation	11/1/18	G	Postponed from FY 16/17
	RIP-T4-FED	\$400	CON	19/20	Request obligation	11/1/19	G	Postponed from FY 17/18
<b>8</b>	<b>FMS 5934</b>	<b>County of Napa</b>	<b>Airport Boulevard Rehab</b>					
	STIP	\$57	PS&E	21/22	Request obligation	11/1/21	G	Postponed until FY 21/22 from 17/18
		\$1,275	CON	21/22	Request obligation	11/1/21	G	Postponed until FY 21/22 from 18/19

## STIP At Risk Report

Status Date: December 2017

## 2014 STIP Locally-Sponsored Napa County Projects

**2010 STIP -Timely Use of Funds Provisions**

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

<b>Required Activity</b>	<b>Timely Use of Funds Provision</b>
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award <sup>1</sup>	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

**Zone Criteria**

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

<b>Required Activity</b>	<b>Criteria Timeframes for Required Activities</b>		
	<b>Red Zone</b>	<b>Yellow Zone</b>	<b>Green Zone</b>
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

**Other Zone Criteria**

<b>Yellow Zone</b>	STIP /TIP Amendment pending
<b>Red Zone</b>	Extension Request pending

**Notes:**

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

## Federal At Risk Report

Status Date: December 2017

## Federally-Funded Locally-Sponsored Napa County Projects

Red Zone Projects								
Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date Req'd By	Zone	Notes
	Source	Prog'd Amount (\$x 1,000)	Phase	FY				
<b>1</b>	<b>NAP110028</b>	<b>City of Napa</b>	<b>California Blvd. Roundabouts</b>					
	CMAQ	\$1,740	CON	17/18	Request obligation	11/1/17	R	
	CMAQ	\$723	ROW	16/17	Invoice	02/21/18	G	Received Authorization August 2016
	RIP-T4-FED	\$431	ROW	16/17	Invoice	02/21/18	G	Received Authorization August 2016
	RIP-T4-FED	\$1,070	CON	17/18	Request obligation	11/01/17	R	Funds moved to FY 17/18.
	STP	\$275	PE	13/14	Submit invoice	7/12/16	Y	Project is inactive. Invoice submitted 1/12/2016. Working on re-scoping the project.
<b>2</b>	<b>NAP110023</b>	<b>County of Napa</b>	<b>Silverado Trail Phase H Rehab</b>					
	STP-T4-2-OBAC	\$794	CON	16/17	Request Authorization	5/1/2017	R	Awarded and NTP issued. CON May/June 2017
<b>3</b>	<b>0414000362L</b>	<b>County of Napa</b>	<b>Chiles Creek Bridge Replacement</b>					
	BRLS	\$745.5	PE		Submit invoice	05/01/17	R	Pre-lim design. Invoice will be submitted in June.
<b>4</b>	<b>0414000363L</b>	<b>County of Napa</b>	<b>Dry Creek Bridge Road Replacement</b>					
	BRLO	\$899	PE		Submit invoice	07/25/17	R	Pre-lim design. Invoice will be submitted in June.
<b>5</b>	<b>NAP150002</b>	<b>County of Napa</b>	<b>Garnett Bridge Greenwood Ave</b>					
	HBP-T4-L	\$650	PE	15/16	Submit invoice	07/25/17	R	Revised E76 issued. Tentative award 2017
<b>6</b>	<b>5921010-00</b>	<b>County of Napa</b>	<b>Oakville Crossroad Bridge Replacement</b>					
	BRLO	\$5,376	CON	95/96	Submit invoice	7/30/17	R	Construction Complete. Payment for invoice no. 16 rcvd. In env monitoring.
		\$1,238	PE		Submit invoice			
<b>7</b>	<b>REG070009</b>	<b>County of Napa</b>	<b>Napa County High Friction Surface</b>					
	HSIP6-04-009	\$335	CON	15/16	Submit invoice	05/01/17	R	Close out in process. Final invoice submitted 4/2017.
<b>8</b>	<b>REG070009</b>	<b>County of Napa</b>	<b>Napa Co Metal Beam Guard Rail</b>					
	HSIP6-04-010	\$360	CON	15/16	Submit invoice	05/01/17	R	Close out in process. Final invoice submitted 4/2017.
<b>9</b>	<b>NAP130009</b>	<b>County of Napa</b>	<b>Silverado Trail Phase G Rehab</b>					
	PCA	\$1,107	CON	15/16	Submit invoice	05/01/17	R	Close out in process. Final invoice submitted 4/2017.
<b>10</b>	<b>NAP130010</b>	<b>County of Napa</b>	<b>Silverado Trail Yountville-Napa Safety Improvement</b>					
	STP	\$143	CON	15/16	Submit invoice	05/01/17	R	Completed. Invoice No. submitted 4/2017



Yellow Zone Projects Continued										
Index	TIP ID	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	
11	NAP110014	NVTA	Napa Vine Trail Design and Construction - various locations							
	TCSP		\$800	PE	11/12		1/26/14	Y	Invoice submitted week of 7/27/15.	
	Other local		\$228	PE	13/14		9/30/13	G	Complete	
	CMAQ		\$211	PE	11/12		1/26/14	G	Complete	
	TCSP		\$120	ROW	13/14			Y	Unspent funds being programmed for CON	
	Other local		\$211	CON	13/14		2/1/14	G	Complete	
	TCSP		\$1,580	CON	13/14	Invoice		Y	Construction in progress	
	ATP		\$3,600	CON	15/16	Invoice		G	Construction in progress. Anticipated project completion date March 2017. Traffic signal will be electrified 1st & 2nd weeks of March.	
	TDA 3		\$50	PE	15/16	Invoice		G	Design work in progress at 50%. Project has a funding shortfall.	
	ATP		\$6,100	CON	18/19	Invoice		G	PSR in progress.	
12	NAP130001	City of Napa	PDA Planning Program Funds							
	STP		\$275	PE	13/14	Submit invoice	7/12/16	Y	Revised project scope sent to Caltrans. Invoice submitted 1/12/2016.	

Green Zone Projects									
Index	TIP ID	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	
13	NAP130002	NVTA	Napa County SRTS Program						
	CMAQ	\$420	PE	13/14	Close out		G	Final invoice submitted 10/20/2017.	
14	NAP110007	American Canyon	Theresa Ave Sidewalk Phase III						
	CMAQ	\$200	CON	13/14	Close out		G	Completed. Sent revised final invoice to Caltrans on 09/12/2016.	
15	NAP110006	American Canyon	American Canyon PDA Development Plan						
	STP	\$318	PE	13/14	Submit invoice	6/20/2018	G	Invoice no. 7 was submitted 11/20/17.	
	PDA - STP	\$475	PE	13/14	Submit Invoice	6/20/2018	G	Invoice no. 7 was submitted 11/20/17.	

Inactive Obligations  
Local, State Administered/Locally Funded and Rail Projects

3d

Updated on  
12/07/2017

Project No.	Status	Agency Action Required	State Project No	Prefix	District	County	Agency	RTPA	MPO	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Program Codes	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**PROJECT INITIATION DOCUMENT**

**EA 4J820**

**Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa**

Scope: Bridge Replacement

**EA 4J830**

**Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa**

Scope: Bridge Replacement

**EA 0K000**

**ADA Compliance; NAPA 29 PM 0.0/14.6 in County of Napa**

Scope: Upgrade Pedestrian Facilities

**EA 0K630**

**Bridge Rails; NAPA 29 PM 14.1/19.04 in County of Napa**

Scope: Upgrade / Replace Bridge Rails

**EA 2K150**

**Bridge Rails; NAPA 29 PM 28.43/29.3 in County of Napa**

Scope: Upgrade / Replace Bridge Rails

**EA 4J990**

**Storm Water Quality Improvement; NAPA 29 PM 32.0/33.0 in County of Napa**

Scope: Improve water quality and fish passage

**EA 0J890**

**5-Way Intersection; NAPA 121-PM 7.3 in City of Napa**

Scope: Intersection Improvement

**EA 2K810**

**Anti-Vandalism Measure; NAPA 29 121-PM 11.0/R21.0 in County of Napa**

Scope: Replace Fencing

**EA 0J760**

**Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa**

Scope: Construct Class 1 Multiuse Path

**PID** (Project Initiation Document)

**PAED** (Project Approval/ Environmental Document)

**RWC** (Right of Way Certification)

**ADV** (Advertise Contract)

**PSR** (Project Study Report)

**RTL** (Ready to List)

**BO** (Bid Open)

**DED** (Draft Environmental Document)

**PSE** (Plans, Specifications, and Estimate)

**CCA** (Construction Contract Acceptance)

**AWD** (Award Contract)

**ENVIRONMENTAL**

**EA 4J300**

**Pavement Preservation; NAPA 29-PM 29.3/36.9 From York Creek Bridge to Junction Route 128 in Calistoga**

**Scope:** Roadway/ Pavement preservation (CAPM)

**Cost Estimate:** \$9,647 K Construction Capital

**Schedule:** **PAED:** 10/2019 **PS&E:** 04/2020 **RWC:** 10/2020 **RTL:** 11/2020 **CCA:** 06/2021

**EA 2J880**

**Garnett Creek; NAPA 29-PM 39.1 in County of Napa**

**Scope:** Scour repair

**Cost Estimate:** \$2,000 K Construction Capital

**Schedule:** **PAED:** 9/2018 **PS&E:** 02/2020 **RWC:** 3/2020 **RTL:** 4/2020 **CCA:** 12/2021

**EA 2J770**

**Bridge Maintenance; NAPA 29, 121 and 128-Various Locations in County of Napa**

**Scope:** Sub-structure rehabilitation and bridge scour mitigation

**Cost Estimate:** \$1,000 K Construction Capital

**Schedule:** **PAED:** 9/2018 **PS&E:** 02/2020 **RWC:** 3/2020 **RTL:** 4/2020 **CCA:** 12/2021

**EA 4J210**

**Capell Creek Bridge #21-0064; NAPA 121-PM 18.59 in County of Napa**

**Scope:** Sub-structure rehabilitation and bridge scour mitigation

**Cost Estimate:** \$1,400 K Construction Capital

**Schedule:** **PAED:** 9/2018 **PS&E:** 2/2020 **RWC:** 3/2020 **RTL:** 4/2020 **CCA:** 12/2021

**EA 4G210**

**Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa**

**Scope:** Remove existing triple box culvert and replace with a new bridge

**Cost Estimate:** \$8.7M Construction Capital

**Schedule:** **DED:** 9/15/17 **PAED:** 12/2017 **PS&E:** 4/2019 **RWC:** 5/2019 **RTL:** 5/2019 **CCA:** 12/2025

**EA 28120**

**Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa**

**Scope:** Construct Flyover Structure at SR 221/29/12

**Cost Estimate:** \$35M Construction Capital-Not Programmed

**Schedule** **DED:** 3/16/15 **PAED:** TBD

**EA 4J410**

**Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon**

**Scope:** Rehabilitate Culverts

**Cost Estimate:** \$3,340K Construction Capital

**Schedule:** **DED:** 5/2020 **PAED:** 11/2020 **PS&E:** 12/2021 **RWC:** 5/2022 **RTL:** 6/2022 **CCA:** 9/2023

**DESIGN**

**EA 4G840**

**Capell Creek Bridge; NAPA 128-PM 20.2 in County of Napa**

**Scope:** Bridge Replacement

**Cost Estimate:** \$12.1M Construction Capital

**Schedule:** **DED:** 1/29/16 **PAED:** 6/16/16 **PS&E:** 2/2018 **RWC:** 3/2018 **RTL:** 4/2018 **CCA:** 12/2021

**PID** (Project Initiation Document)

**PAED** (Project Approval/ Environmental Document)

**RWC** (Right of Way Certification)

**ADV** (Advertise Contract)

**PSR** (Project Study Report)

**RTL** (Ready to List)

**BO** (Bid Open)

**DED** (Draft Environmental Document)

**PSE** (Plans, Specifications, and Estimate)

**CCA** (Construction Contract Acceptance)

**AWD** (Award Contract)

**EA 2J100**

**Construct Roundabout; NAPA 29-PM 11.36 in City of Napa**

**Scope:** Cooperative Project to construct roundabout at northbound First St. Interchange.

**Cost Estimate:** \$3.8M Construction Capital

**Schedule:** PAED: 7/18/16 PS&E: 1/2018 RWC: 3/2018 RTL: 3/2018 CCA: 12/2019

**EA 1G430**

**Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4 on Silverado Trail in County of Napa**

**Scope:** Replace Bridge at Conn Creek

**Cost Estimate:** \$7.1M Construction Capital

**Schedule:** PAED: 10/5/15 PSE: 12/2017 RWC: 02/2018 RTL: 2/2018 CCA: 07/2020

**EA 4G920**

**Tuluca Creek Bridge Repair; NAPA 121-PM 6.1/6.2 in City of Napa**

**Scope:** Bridge Repair

**Cost Estimate:** \$2.2M Construction Capital

**Schedule:** PAED: 10/19/2016 PS&E: 1/2018 RWC: 2/2018 RTL: 3/2018 CCA: 6/2019

**EA 3J740**

**Wooden Valley Earthquake Damage; NAPA 121-PM 14.80 in County of Napa**

**Scope:** Earthquake damage permanent restoration/ Install anchored wire mesh

**Cost Estimate:** \$891K Construction Capital

**Schedule:** PAED: 8/15/17 PS&E: 9/15/17 RWC: 9/15/17 RTL: 9/15/17 CCA: 11/2018

**EA 3G140**

**ADA Curb Ramps; NAPA 29 and 128; in City of Calistoga**

**Scope:** Upgrade and construct curb ramps at various locations.

**Cost Estimate:** \$1.4M Construction Capital

**Schedule:** PAED: 4/29/16 PS&E: 7/3/17 RWC: 6/30/17 RTL: 7/3/17 CCA: 11/2018

**EA 2J570**

**Storm Damage; NAPA 121-PM 20.06 in County of Napa**

**Scope:** Culvert and erosion repair

**Cost Estimate:** \$1.8M Construction Capital

**Schedule:** DED: 5/1/17 PAED: 7/24/17 PS&E: 4/2018 RWC: 5/2018 RTL: 6/2018 CCA: 4/2019 6/2020

**CONSTRUCTION**

**EA 2594A**

**Replanting; NAPA 29 PM 20.4/20.8 in County of Napa**

**Scope:** Highway Tree Planting

**Cost Estimate:** \$850K Construction Capital

**Schedule:** PAED: 6/29/07 RTL: 3/30/16 AWD: 10/28/16 (Empire Landscaping.) CCA: 12/2021

**EA 3G641**

**Napa River Bridge Scour Mitigation; NAPA 29 PM 37.0 in City of Calistoga**

**Scope:** Replace Bridge at Napa River Bridge

**Cost Estimate:** \$9.2M Construction Capital

**Schedule:** PAED: 2/9/15 RTL: 6/30/16 AWD: 3/17/17 (Valentine Corp.) CCA: 12/2019

**PID** (Project Initiation Document)

**PAED** (Project Approval/ Environmental Document)

**RWC** (Right of Way Certification)

**ADV** (Advertise Contract)

**PSR** (Project Study Report)

**RTL** (Ready to List)

**BO** (Bid Open)

**DED** (Draft Environmental Document)

**PSE** (Plans, Specifications, and Estimate)

**CCA** (Construction Contract Acceptance)

**AWD** (Award Contract)

**EA 2A320**

**Sarco Creek Bridge Replacement; NAPA 121 PM 9.3/9.5 near City of Napa In County of Napa**

**Scope:** Replace Bridge at Sarco Creek

**Cost Estimate:** \$9.7M Construction Capital

**Schedule:** PAED: 6/28/12 RTL: 4/21/16 AWD: 12/1/16 Ghilotti Const. CCA: 12/2018

**EA 2641A**

**Jameson Canyon Landscape; NAPA 12 PM 0.0/3.3 and SOL 0.0/R2.6 in Counties of Napa & Solano**

**Scope:** Plant replacement

**Cost Estimate:** \$710K Construction Capital

**Schedule:** RTL: 11/18/14 AWD: 7/31/15 Bortolussi & Watkin, Inc CCA: 03/2020

**EA 2A11A**

**Capell Creek Bridge Landscaping; NAPA 121 PM 20.2 in County of Napa**

**Scope:** Plant replacement

**Cost Estimate:** \$440K Construction Capital

**Schedule:** RTL: 12/01/14 AWD: 5/15/15 Bortollusi & Watkin Inc. CCA: 07/2020

**EA 4A09A**

**Troutdale Creek Plant Establishment; NAPA 29 PM 47.0/47.2 in County of Napa**

**Scope:** Permit requirement of riparian planting

**Cost Estimate:** \$138K Construction Capital

**Schedule:** RTL: 10/13/16 AWD: 5/17/17 Neary Landscape, Inc. CCA: 12/2019

**EA 4G490**

**Concrete Barrier; NAPA 29 PM 11.9 at Solano Ave. Southbound Onramp in City of Napa**

**Scope:** Install Concrete Barrier (Type 60)

**Cost Estimate:** \$1.3M Construction Capital

**Schedule:** PAED: 1/06/16 RTL: 3/2/17 AWD: 10/11/2017(FBD Vanguard Const) CCA: 12/2018

**EA 4H200**

**Pavement Preservation; NAPA 29-PM 13.5/25.5 from 0.4 mile north of Trancas St. to Mee Ln. in County of Napa**

**Scope:** Resurface existing pavement

**Cost Estimate:** \$17.1M Construction Capital

**Schedule:** PAED: 1/29/2016 RTL: 6/14/17 AWD: 11/30/17 (Ghilotti Bros Inc.s) CCA: 12/2019

**ACTION ITEMS:**

**PID** (Project Initiation Document)

**PAED** (Project Approval/ Environmental Document)

**RWC** (Right of Way Certification)

**ADV** (Advertise Contract)

**PSR** (Project Study Report)

**RTL** (Ready to List)

**BO** (Bid Open)

**DED** (Draft Environmental Document)

**PSE** (Plans, Specifications, and Estimate)

**CCA** (Construction Contract Acceptance)

**AWD** (Award Contract)

**MASTER FUNDING AGREEMENT  
THE NAPA VALLEY TRANSPORTATION AUTHORITY – TAX AGENCY  
AND**

**NVTA-TA AGREEMENT NO. \_\_\_\_\_**

This Master Funding Agreement (“Agreement”) is made this \_\_\_\_\_ day of \_\_\_\_\_, 201\_, by and between the Napa Valley Transportation Authority – Tax Agency, a local transportation authority authorized by the provisions of Division 19 of the California Public Utilities Code, hereinafter referred to as “NVTA-TA”, and the City of Napa, a California charter city, hereinafter referred to as “Recipient.”

**SECTION 1. RECITALS**

1. The voters of Napa County approved the Napa Countywide Road Maintenance Act (also known as, and hereinafter referred to as, “Measure T,” “the Measure,” or “Ordinance No. 2012-01”) at the General Election held on November 6, 2012, thereby authorizing NVTA-TA to administer the proceeds from a one-half cent transaction and use tax.
2. The tax proceeds will be used to pay for the projects ~~outlined in the~~eligible under Measure T ~~Expenditure Plan (Attachment 1 to NVTA-TA Ordinance No. 2012-01, and hereinafter referred to as the “Expenditure Plan” )~~ allocated to the County of Napa and the cities and town within Napa County (“Local Agencies”) as set forth in Measure T.
3. Under Measure T and the Expenditure Plan, Measure T funds are provided to the Local Agencies to be used for streets and roads maintenance projects as defined in the Measure.

**SECTION 2. PURPOSE OF FUNDING AGREEMENT**

This Agreement is entered into by and between NVTA-TA and Recipient to document the funding conditions necessary for the Recipient to receive sales tax disbursements. This Agreement includes additional documents, listed in Section 30 of this Agreement, which are incorporated in the Agreement by this reference.

**TERMS**

**SECTION 3. CLASS 1 BIKE FACILITY FUNDING.** Upon submission of the Five-Year List of Projects, in order to receive funding under this Agreement, the Local Agencies must demonstrate to NVTA-TA that they have collectively committed eligible revenues totaling at least 6.67% of the value of the total annual allocations of Measure T funds to Class 1 Bike Facility projects identified in the adopted Countywide Bicycle Plan, as that Plan may be amended from time to time and as provided in the Measure.



**SECTION 4. MAINTENANCE OF EFFORT.** Prior to January 1, 2018, Recipient shall determine and certify to NVTA-TA the average maintenance of effort for Fiscal Years 2007-08, 2008-09 and 2009-10, consistent with the criteria set forth in Section 9 of Ordinance No. 2012-01, including a memorandum detailing the supporting financial documentation and the methodology utilized to calculate the average fiscal year street and roads costs. That amount will be deemed Recipient's "Maintenance of Effort," which must be maintained annually throughout the term of the Measure from the Recipient's General Fund. At the beginning of each fiscal year, Recipient must certify to NVTA-TA that it will meet its Maintenance of Effort expenditures that fiscal year. By January 1<sup>st</sup> each calendar year, Recipient must provide to NVTA-TA a copy of a Resolution approved by Recipient's governing body, along with backup documentation, which may include California State Controller's Annual Street Report, showing that the Maintenance of Effort was met the prior fiscal year. In the event Recipient does not meet its requirement for local Maintenance of Effort over a three year, NVTA-TA shall reduce Recipient's allocation for the following fiscal year in an amount equal to the deficiency in the Maintenance of Effort. Any such reduction based on a deficiency in the Maintenance of Effort will be withheld by NVTA-TA until a plan to meet the Maintenance of Effort amount moving forward has been approved by NVTA-TA. Any funds not allocated due to failure to meet the maintenance of effort requirement shall be reserved for the Agency until any and all maintenance of effort expenditures are fulfilled.

**SECTION 5. FIVE-YEAR LIST OF PROJECTS.** No later than January 4 March 1, 2018, and at least biennially thereafter on January 1<sup>st</sup>, Recipient shall provide NVTA-TA its Measure T five-year list of projects (hereinafter "Project List").

#### **SECTION 6. ALLOCATION & DISBURSEMENT**

No later than the 20<sup>th</sup> day following the end of each quarter, the Recipient shall be allocated the funding allotted to Recipient as defined by Measure T, provided Recipient has complied with the terms of this Agreement. The allocated funds will be disbursed to Recipient upon NVTA's determination that the projects are consistent with the Recipient's approved Project List and in conformance with the Accounting, Reporting and Auditing Guidelines.

#### **SECTION 7. COST ELIGIBILITY**

Cost eligibility shall be determined by NVTA-TA based upon Recipient's approved Project List. Funds may be expended only for streets and roads project(s) included on the Recipient's approved Project List.

#### **SECTION 8. BUDGET AND SCOPE**

Recipient shall maintain a project(s) or program budget. Recipient shall carry out the project(s) and shall incur obligations against and make disbursements of Measure T revenues in conformity with the requirements of this Agreement and the budget.

#### **SECTION 9. PROJECT MANAGEMENT**

Recipient shall be responsible for the project(s) and provide for the management of consultant and contractor activities for which Recipient contracts, including responsibility for schedule, scope and budget.

## **SECTION 10. PROJECT OVERSIGHT**

Recipient shall cooperate with NVTA-TA staff or its Measure T consultants for project information and financial information necessary to fulfill the requirements outlined in NVTA-TA Ordinance No. 2012-01.

## **SECTION 11. ATTRIBUTION AND SIGNAGE**

If any portion of Measure T revenues is used for production of reports, acknowledgment of the NVTA-TA's role shall be included in the documents. If any project(s) funding receives \$250,000 or more, Recipient shall, upon initiation of field work or at the earliest feasible time thereafter, install and maintain a sign or signs at the construction site, utilizing the adopted Measure T logo and text, identifying the Recipient and NVTA-TA. Recipient shall demonstrate compliance with attribution and signage requirements as an indispensable condition for authorization of future Measure T allocations. Recipient may provide signage for projects with a value of less than \$250,000 if they so desire.

## **SECTION 12. PRESS RELEASES**

Recipient shall notify NVTA-TA in advance of any press releases about project(s) and program activities, particularly groundbreakings and ribbon cuttings, in connection to Measure T revenues expended from this Agreement.

## **SECTION 13. COMPLIANCE WITH LAW**

In the performance of its obligations pursuant to this Agreement, Recipient shall keep itself fully informed of the federal, state and local laws, ordinances and regulations in any manner affecting the performance of this Agreement, and must at all times comply with such laws, ordinances, and regulations as they may be amended from time to time.

## **SECTION 14. ENVIRONMENTAL COMPLIANCE**

Recipient shall comply with the requirements under the California Environmental Quality Act (California Public Resources Code Sections 21000 *et seq.*; as implemented through California Code of Regulations Title 14, Chapter 3, Sections 15000 *et seq.*).

## **SECTION 15. FINANCES**

All costs charged to the project(s) shall be supported by properly prepared and documented time records, invoices, vouchers, or other documentation evidencing in detail the nature and propriety of the charges.

## **SECTION 16. RECORDS**

All checks, payrolls, invoices, contracts, vouchers, journal entries, work orders, or other accounting documents pertaining in whole or in part to the project(s) shall be maintained by Recipient for a period of five (5) years after the later of project(s) closeout or termination of Agreement. Such project(s) documents shall be clearly identified, readily accessible, and, to the extent feasible, kept separate and apart from all other similar documents not pertaining to the project(s).

## **SECTION 17. ELIGIBLE EXPENSES**

Recipient shall expend funds only on eligible direct expenses as follows: operating costs, direct staff time (salary and benefits), material costs related to construction of improvements, consultants; right of way engineering and acquisition costs (including permitting), and competitively bid construction contracts. Indirect costs (as defined by OMB Circular A-87) will not be considered an eligible expense. Funds shall also be expended according to the applicable provisions of Measure T and of the Public Utilities Code Section 180000 et seq.

If in the course of an audit or a semi-annual expenditure review it is determined that an ineligible expense(s) was made, the Recipient will be required to transfer the amount of ineligible expense into the Special Revenue Fund from any source other than Measure T Funds.

NVTA-TA shall provide notice to Recipient of any audit determination if any expenditure made by Recipient is found not to comply with this Agreement, the Expenditure Plan or Measure T promptly after NVTA-TA becomes aware of any such finding.

## **SECTION 18. AUDITS**

Recipient shall cooperate with and allow NVTA-TA's Auditor, or any of its duly authorized representatives, to inspect all work, materials, payrolls, and other data and records with regard to the Measure T projects, and to audit the books, records, and accounts of the Recipient and its contractors. Recipient shall see Accounting, Reporting and Auditing Guidelines (Exhibit C).

## **SECTION 19. THIRD PARTY CONTRACT AUDITS**

NVTA-TA reserves the right to request an audit of other third party contracts for any reason related to Measure T. If Recipient is subject to third party financial audit requirements imposed by another funding source, for a project(s) related to Measure T, copies of audits performed in fulfillment of such requirements shall be provided to the NVTA-TA.

## **SECTION 20. PROJECT REPORTING AND CLOSEOUT PROCEDURES**

Recipient shall provide to NVTA-TA a Semi-Annual Update on Expenditures as show in Accounting, Reporting and Auditing Guidelines (Exhibit C).

## **SECTION 21. INDEMNIFICATION**

To the fullest extent permitted by law, NVTA-TA and Recipient shall each defend, indemnify and hold harmless each other as well as their respective officers, agents, employees, volunteers or representatives from and against any and all liability, claims, actions, proceedings, losses, injuries, damages or expenses of every name, kind and description, including litigation costs and reasonable attorney's fees incurred in connection therewith, arising out of or connected with any acts or omissions of that party or its officers, agents, employees, volunteers, or contractors or their subcontractors, when performing any activities or obligations required of that party under this Agreement. Each party shall notify the other party immediately in writing of any claim or

damage related to activities performed under this Agreement. The parties shall cooperate with each other in the investigation and disposition of any claim arising out of the activities under this Agreement, providing that nothing shall require either party to disclose any documents, records or communications that are protected under peer review privilege, attorney-client privilege, or attorney work product privilege.

## **SECTION 22. INTEGRATION**

This Agreement represents the entire agreement of the parties with respect to the subject matter thereof. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

## **SECTION 23. AMENDMENT**

Except as otherwise provided herein, this Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.

## **SECTION 24. INDEPENDENT AGENCY**

Recipient performs the terms and conditions of this Agreement as an entity independent of NVTA-TA. None of Recipient's agents or employees shall be agents or employees of NVTA-TA. No third parties have any rights or remedies under this Agreement.

## **SECTION 25. ASSIGNMENT**

The Agreement may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

## **SECTION 26. BINDING ON SUCCESSORS, ASSIGNEES OR TRANSFEREES**

This Agreement shall be binding upon the successor(s), assignee(s) or transferee(s) of NVTA-TA or Recipient, as may be the case. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this Agreement other than as provided above.

## **SECTION 27. LEGAL EXPENSES**

Each party shall be solely responsible for and shall bear all of its own respective legal expenses in connection with any dispute arising out of this Agreement and the transactions hereby contemplated. Recipient may not use Measure T funds, or other NVTA-TA or NVTA programmed funds, for the aforementioned purpose.

## **SECTION 28. SEVERABILITY**

Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decisions shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

## SECTION 29 ACCEPTANCE OF ALLOCATION

Recipient does hereby declare that all written statements, representations, covenants, and materials submitted as a condition of this Agreement are true and correct and does hereby accept NVTA-TA's allocations and agrees to all of the terms and conditions of this Agreement. The parties have executed this Agreement as of the date first written above, and it shall remain in effect until such time as no Measure T revenues remain available for expenditure, or until this Agreement is rescinded in accordance with Section 23 of this Agreement.

## SECTION 30. EXHIBITS

The following Exhibits are hereby presented to provide guidance to the jurisdictions: made part of this AGREEMENT:

EXHIBIT A: Measure T Ordinance and Expenditure Plan

EXHIBIT B: Five-Year Project List Template

EXHIBIT C: Accounting, Reporting and Auditing Guidelines

EXHIBIT D: Project List Adoption Resolution Template

EXHIBIT E: Progress Report Template

EXHIBIT F: MOE Certification Resolution Template

### **Napa Valley Transportation Authority – Tax Agency**

By: \_\_\_\_\_  
Kate Miller  
NVTA-TA Executive Director

Date: \_\_\_\_\_

### **"RECIPIENT"**

By: \_\_\_\_\_  
XXXX, City Manager  
City of XXXXX

Date: \_\_\_\_\_

Attest:

Countersigned:

By: \_\_\_\_\_  
XXXXX, City Clerk

By: \_\_\_\_\_  
XXXXX, City Auditor

Approved as to form:

By: \_\_\_\_\_  
Vicki Clayton, NVTA-TA Counsel

By: \_\_\_\_\_  
XXXXX, City Attorney

DRAFT

## SB 1 Repeal Referendum Language

**REQUIRES ANY MEASURE TO ENACT CERTAIN VEHICLE FUEL TAXES AND VEHICLE FEES BE SUBMITTED TO AND APPROVED BY THE ELECTORATE. INITIATIVE CONSTITUTIONAL AMENDMENT.**

Repeals a 2017 transportation law's tax and fee provisions that pay for repairs and improvements to local roads, state highways, and public transportation. Requires the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: **Reduced annual state transportation tax revenues of \$2.9 billion in 2018-19, increasing to \$4.9 billion annually by 2020-21. These revenues would primarily have supported state highway maintenance and rehabilitation, local streets and roads, and mass transit. In addition, potentially lower transportation tax revenues in the future from requiring voter approval of such tax increases, with the impact dependent on future actions by the Legislature and voters. (17-0033.)**

December 7, 2017  
TAC Agenda Item 7.7  
Continued From: New

Action Requested: **INFORMATION**



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## NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Federal Legislative Update, State Legislative Update

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Attached are the Federal Legislative update (Attachment 1) from Van Scoyoc Associates and the State legislative update (Attachment 2).

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **SUPPORTING DOCUMENTS**

- Attachments:
- (1) December 1, 2017 Federal Legislative Update (Van Scoyoc Associates)
  - (2) December 4, 2017 State Legislative Update (Platinum Advisors)





TO: Kate Miller, NVTA  
FROM: Steve Palmer, Channon Hanna, and David Haines  
DATE: December 4, 2017  
SUBJECT: Federal Legislative Update

The following is a summary of federal legislative activities related to transportation, housing, and environmental issues over the last month.

### **Legislative Action**

***H.R. 1, the Tax Cuts and Jobs Act.*** On November 6, the House Ways and Means Committee started a multi-day markup of the tax reform package, the Tax Cuts and Jobs Act. The bill was approved by the Ways and Means Committee on a party-line vote of 24-16. Some of the highlights of the bill include:

- Eliminates private activity bonds – these are often used to finance large road, bridge, freight facilities, rail stations, airport terminals, water, sewage, and hazardous waste projects, student loans, port terminals, and low-income housing;
- Eliminates advance refunding bonds – used to fund new hospital facilities, public power facilities, etc.;
- Eliminates tax credit bonds – examples include Build America Bonds, School Construction Bonds, Clean Renewable Energy Bonds, etc.;
- Retains the Commuter Tax Benefit, the pretax payroll deduction option, but eliminates the ability of employers to deduct the cost of this benefit.
- Includes deduction of state and local property taxes up to \$10,000, but no deduction of state and local income or sales tax;
- Collapses seven tax brackets into four brackets (39.6 percent, 35 percent, 25 percent, and 12 percent);
- Keeps mortgage-interest deduction for new purchases of homes up to \$500,000 and houses previously bought can keep the deduction;
- Decreases corporate tax rate from 35 percent to 20 percent;
- Repeals the alternative minimum tax;
- Maintains 401(k) plans and Individual Retirement Accounts; and
- Repeals the estate tax by 2022.

***Amtrak, National Transportation Safety Board (NTSB), and Department of Transportation (DOT) Nominations.*** On November 8, the Commerce, Science, and Transportation Committee voted on the following nominations:

- The Honorable Leon A. Westmoreland, of Georgia, to be a Director of the Amtrak Board of Directors;
- Ms. Diana Furchtgott-Roth, of Maryland, to be Assistant Secretary of Transportation for Research and Technology;
- Mr. Bruce Landsberg, of South Carolina, to be a Member of the National Transportation Safety Board; and
- Mr. Raymond Martinez, of New Jersey, to be Administrator of the Federal Motor Carrier Safety Administration.

***The Tax Cuts and Jobs Act.*** On November 13, the Finance Committee began a multi-day markup of the Senate's tax reform package, the Tax Cuts and Jobs Act. Some of the highlights of the bill include:

- Preserves private activity bonds – these are often used to finance large road, bridge, freight facilities, rail stations, airport terminals, water, sewage, and hazardous waste projects, student loans, port terminals, and low-income housing;
- Eliminates advance refunding bonds – used by issuers to lower finance costs, especially during a crisis or debt restructuring;
- Keeps tax credit bonds – examples include Build America Bonds, School Construction Bonds, Clean Renewable Energy Bonds, etc.;
- Eliminates the deductions of state and local income, sales, and property taxes;
- Keeps seven tax brackets (10 percent, 12 percent, 22.5 percent, 25 percent, 32.5 percent, 35 percent and 38.5 percent);
- Keeps mortgage-interest deduction for new purchases of homes up to \$1 million;
- Decreases corporate tax rate from 35 percent to 20 percent, starting in 2019;
- Repeals the alternative minimum tax;
- Maintains 401(k) plans and Individual Retirement Accounts; and
- Retains deductions for charitable giving and medical expenses.

***Environmental Protection Agency (EPA) Nomination.*** On November 9, the Senate confirmed Bill Wehrum to serve as the Assistant Administrator for EPA's Office of Air and Radiation by a vote of 49-47.

***DOT Nomination.*** On November 13, the Senate voted 90 to 7 to confirm Derek Kan to be Under Secretary for Transportation for Policy. Mr. Kan's nomination earlier had been approved by the Commerce Committee on June 8.

***DOT General Counsel.*** On November 14, the Senate confirmed Steven Bradbury to be General Counsel of the Department of Transportation by a vote of 50-47.

***H.R. 1, The Tax Cuts and Jobs Act.*** On November 16, the House finished consideration of and passed H.R. 1, the tax reform package, the Tax Cuts and Jobs Act. The House voted 227-205 to approve H.R. 1. Every Democrat and 13 Republicans voted against the bill. No amendments to the bill were allowed to be offered during the floor debate.

**S. 1, The Tax Cuts and Jobs Act.** On November 27, the Senate began consideration of the Senate tax reform bill, including a series of votes on potential amendments to the bill.

**Department of Housing and Urban Development (HUD) Nominations.** On November 28, the Senate Committee on Banking, Housing, and Urban Affairs voted out of Committee the following housing nominations:

- The Honorable Brian Montgomery to be Assistant Secretary for Housing – Federal Housing Commissioner at U.S. Department of Housing and Urban Development;
- Mr. Robert Kurtz to be Assistant Secretary for Public and Indian Housing at U.S. HUD; and,
- Ms. Suzanne Tufts to be Assistant Secretary for Administration at U.S. HUD.

**Environment Nominations.** On November 29, the Senate Committee on Environment and Public Works voted out of Committee the environmental nominations of Kathleen White to be a Member of the Council on Environmental Quality and Andrew Wheeler to be Deputy Administrator of the Environmental Protection Agency.

**Brownfields Reauthorization.** On November 30, the House of Representatives passed H.R. 3017, the Brownfields Enhancement, Economic Redevelopment, and Reauthorization Act of 2017. The bill's intention is to reauthorize and improve the 37-year old brownfields program.

### **Congressional Hearings**

**Community Development Block Grant-Disaster Recovery Program.** On November 1, the House Financial Services Committee's Subcommittee on Oversight and Investigations held a hearing to examine the Office of Inspector General's oversight of the Community Development Block Grant-Disaster Recovery program administered by HUD. Helen Albert, Acting Inspector General at HUD, was the sole witness.

**Sustainable Housing Finance.** On November 2 and 7, the House Financial Services Committee's Subcommittee on Housing and Insurance held hearings to review the need to enact comprehensive housing finance reform, the legal, statutory or regulatory impediments to the return of private capital to the housing finance system, and what factors and metrics Congress should consider to reform the housing finance system. Representatives from the following organization testified: Mortgage Bankers Association, National Association of Home Builders, Structured Finance Industry Group, Center for American Progress, National Association of Realtors, National Multifamily Housing Council, National Apartment Association, AEI, Moody's Analytics, Cardiff Consulting Services, Urban Institute, and Milken Institute.

***Department of Homeland Security (DHS) Nomination.*** On November 8, the Homeland Security and Governmental Affairs Committee held a hearing on the nomination of Kirstjen Nielsen, to be DHS Secretary. During the hearing, Ms. Nielsen agreed to work to strengthen public security at soft targets when questioned about the Administration's proposed cuts to the Law Enforcement Officer Reimbursement Program. Additionally, she committed to continue working on issues related to some states still not meeting the requirements of REAL ID compliance.

***Residential Heater Emissions.*** On November 14, the Senate Committee on Environment and Public Works Subcommittee on Clean Air and Nuclear Safety held a hearing to review S. 1857. The legislation would establish a compliance deadline of May 15, 2023 for Step 2 emissions standards for new residential heaters, new residential hydronic heaters, and forced-air furnaces.

***Reducing Air Emissions through Innovation.*** The Senate Committee on Environment and Public Works held a hearing on promoting American leadership through reducing air emissions through innovation. Representatives from University of Wyoming, BlueGreen Alliance, and the National Association of Manufacturers testified at the hearing.

***Public Transportation Security.*** On November 28, the Transportation and Protective Security Subcommittee of the Homeland Security Committee held a field hearing in Trenton, New Jersey on Stakeholder Perspectives on Securing Public Areas of Public Transportation Systems. Witnesses included representatives from the Southeastern Pennsylvania Transportation Authority (SEPTA), New Jersey Transit, New Jersey State Police, and Delaware River Port Authority Public Safety.

***Roles of States for Waters of the United States (WOTUS).*** On November 29, the House Science, Space, and Technology Committee's Subcommittee on Environment held a hearing on the future of the "waters of the United States" and the role of states in the process. Witnesses included representatives from Arizona State Land Department, Chilton Ranch, American University Washington College of Law, and the Pacific Legal Foundation.

***The Role of Ginnie Mae.*** On November 29, the House Financial Services Committee's Subcommittee on Housing and Insurance held a hearing on sustainable housing finance and the role of Ginnie Mae in the housing finance system. Government National Mortgage Association's Acting President Michael Bright was the sole witness at the hearing.

***Federal Highway Administration (FHWA) Disaster Relief.*** On November 30, the House Transportation, Housing and Urban Development Subcommittee of the Appropriations Committee held a hearing on the FHWA's Disaster Relief program. Witnesses included FHWA Deputy Administrator Brandye Hendrickson and FHWA Executive Director Walter Waidelich.

## **Executive Branch**

**Regulatory Review.** On November 3, DOT announced it was extending its comment period for 30 days for the Notification of Regulatory Review which was posted on October 2, where DOT invited public input on existing rules and other agency actions that are candidates for repeal, replacement, suspension, or modification. Comments should be submitted by December 1, 2017.

**FY 2017 Positive Train Control Grant Program Project Selections.** On November 9, FTA and FRA announced the election of projects for the Fiscal Year 2017 Positive Train Control (PTC) Grant Program. A total of \$197.01 million in the PTC grant funding, authorized under the Fixing America's Surface Transportation (FAST) Act, is being provided to 17 projects in 13 states.

**Drug-Testing.** On November 13, DOT published a final rule to harmonize its regulations with the revised Mandatory Guidelines established by the Department of Health and Human Services for federal drug-testing programs for urine testing. The rule is effective on January 1, 2018.

**Federal Housing Administration (FHA) Annual Report to Congress.** On November 15, the FHA released its 2017 Annual Report to Congress on the economic condition of the agency's Mutual Mortgage Insurance Fund. FHA reported that at the end of FY 2017, the MMI Fund had a total economic net worth of \$25.6 billion and the Capital Ratio remains above the statutory minimum for a third straight year.

**WOTUS Implementation Extension.** On November 16, EPA and Department of the Army proposed to amend the "waters of the United States" rule by delaying implementation of any rule on "waters of the United States" to two years after a decision on an extension is finalized. This would give the agencies time to reconsider the definition of "waters of the United States."

**Perchlorate Levels in Water.** On November 28, EPA announced plans to hold a meeting to review proposed approaches to inform the derivation of a maximum contaminant level goal for perchlorate in drinking water. The meeting is scheduled for January 30, 2018 in Arlington, Virginia.

**Renewable Fuels Standard (RFS) Volumes for 2018 and Biomass Based Diesel Volumes for 2019 Finalized.** On November 30, EPA finalized a rule that establishes the required renewable fuel volumes under the RFS program for 2018, and biomass-based diesel for 2019. EPA Administrator Scott Pruitt said, "maintaining the renewable fuel standard at current levels ensures stability in the marketplace and follows through with my commitment to meet the statutory deadlines".

## **Other**

***Selection of Freight and Highway Grants.*** On November 2, the Government Accountability Office (GAO) released a report to Congress which found that the selection process for the new grant program—Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) resulted in inconsistencies and allowed for broad discretion during certain team reviews. GAO recommended that DOT develop an evaluation plan that clearly defines how review teams apply criteria, assess applications, and assign ratings, among other things before soliciting applications; and that key decisions be documented throughout the application review and selection process.

###



December 4, 2017

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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***Innovative Clean Transit:*** California Air Resources Board (CARB) staff plans to restart the development of regulations to transition transit operators to zero emission vehicles. While there have been several working group meetings over the past year, the more formal regulatory process is about to begin. On December 15<sup>th</sup>, CARB has scheduled a workshop to discuss staff's regulatory concept to phase in the purchase of zero emission transit buses. This workshop will be webcast if you are unable to attend. CARB staff will also be seeking comments from transit operators on the proposed regulations. The webcast feed can be found at: <https://video.calepa.ca.gov/>.

***Cap & Trade Auction:*** The latest cap & trade auction set a new record for revenue. The November auction generated over \$850 million in proceeds for the Greenhouse Gas Reduction Fund. The auction resulted in all 80 million allowances being sold. This included 16 million allowances that went unsold during the 2016 auctions. With the extension of the auction authority to 2030, the market has stabilized and demand has returned. With the \$642 million generated at the August auction, Greenhouse Gas (GHG) Reduction Fund revenue is far exceeding estimates for the fiscal year.

***CARB Meeting:*** The day before the Innovative Clean Transit Workshop, the Air Resources Board is scheduled to meet on December 14<sup>th</sup> to review and act on three significant items. This includes a review of the SB 375 regional reduction targets, the adoption of the 2017 Climate Scoping Plan Update, and the adoption of the 2017-18 Funding Plan for Clean Transportation Incentives.

- **Regional Reduction Targets:** CARB will hear an update on staff's proposed revisions to the GHG targets for each metropolitan planning organization (MPO). For the Metropolitan Transportation Commission (MTC) region, CARB staff is recommending an increase in the per capita GHG emission reduction target for 2035 from the current target of 15% to a 19% reduction in GHG emissions. More information on the target updates can be found at: [https://www.arb.ca.gov/cc/sb375/sb375.htm?utm\\_medium=email&utm\\_source=govdelivery](https://www.arb.ca.gov/cc/sb375/sb375.htm?utm_medium=email&utm_source=govdelivery)

- **Scoping Plan Update:** CARB will consider adopting the 2017 Scoping Plan Update. This document is updated every 5 years and provides the general outline on how the state plans to achieve the 2030 GHG reduction goals. While the details are left to other programs, such as Innovative Clean Transit and the regional reduction targets, Appendix C of the report provides a little more information on the types of projects CARB plans to promote. For public transit this includes exploring transit pass subsidies and promoting separated rail and bus guideways. More information on the Scoping Plan can be found at: [https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm?utm\\_medium=email&utm\\_source=govdelivery](https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm?utm_medium=email&utm_source=govdelivery)
- **Funding Plan:** The funding plan outlines how over \$660 million in cap & trade and other funds will be spent in the current fiscal year. This includes up to \$188 million dedicated to clean truck and bus vouchers that are allocated through the Hybrid and Zero Emission Voucher Incentive Program (HVIP). For transit buses the plan calls for a HVIP voucher of up to \$315,000 for fuel cell buses and up to \$165,000 for battery electric buses. In addition, voucher enhancements are also available for fueling/charging infrastructure. A copy of the funding plan can be found at: [https://www.arb.ca.gov/msprog/aqip/fundplan/proposed\\_1718\\_funding\\_plan\\_final.pdf](https://www.arb.ca.gov/msprog/aqip/fundplan/proposed_1718_funding_plan_final.pdf)

**Local Transportation Funds (LTF):** The State Auditor recently released its audit of the allocation of Bradley-Burns taxes and Local Transportation Funds. This audit was performed at the request of the Joint Legislative Audit Committee. This audit did not uncover any scandals and the findings are not new, but these reports often times are the source for legislative proposals that might be pursued next year. One of the recommendations for legislative consideration would impact those localities that host warehouses or shipping centers. As a result of the audit the State Auditor recommends the following changes:

- In order to ensure that Bradley-Burns and LTF funds are more evenly distributed, the legislature should amend the law to allocate internet sales based on the destination of the goods purchased and not the place deemed to be the point of sale.
- The legislature should annually review tax expenditures/exemptions to determine if the exemption is fulfilling its intended purpose, and clarify or eliminate them if needed.
- The legislature should amend state law to specify that digital goods are taxable.

A copy of the audit can be found at: <http://www.auditor.ca.gov/pdfs/reports/2017-106.pdf>

**CEQA Update:** In 2013, SB 743 was enacted and made several changes to the California Environmental Quality Act (CEQA) review process for infill projects. In addition, the bill directed the Governor's Office of Planning and Research (OPR) to



update CEQA guidelines to change the traffic impact measure of a project from a level of service (LOS) measurement to a vehicle-miles-traveled (VMT) measurement. It has been four years in the making, but OPR last week finally submitted the proposed CEQA revision to the Secretary of Resources for approval. With the submittal of the revision to Resources, there will likely be a new round of workshops that will be held prior to the approval of the change by the Secretary of Resources.

The revisions do not prevent a local entity from requiring a LOS review for any project for local planning purposes, but the changes do limit the environmental impact review to examining only the VMT impact. Details on the proposed revised CEQA regulations and an FAQ can be found at: <http://www.opr.ca.gov/ceqa/updates/guidelines/>

*Handed out during meeting*

# **2018 LOCAL PARTNERSHIP PROGRAM GUIDELINES**

*October 18, 2017*

**California Transportation Commission**



**CALIFORNIA TRANSPORTATION COMMISSION**  
**2018**  
**LOCAL PARTNERSHIP PROGRAM GUIDELINES**

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## **Introduction**

### **1. Background**

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) created the Local Partnership Program and continuously appropriates two hundred million dollars (\$200,000,000) annually to be allocated by the California Transportation Commission (Commission) to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. The Local Partnership Program was subsequently amended by Assembly Bill (AB) 115 (Chapter 20, Statutes of 2017) and AB 135 (Committee on Budget, Chapter 255, Statutes of 2017).

These guidelines, modeled after the Commission's Proposition 1B State-Local Partnership Guidelines for Fiscal Year 2010-11, describe the policy, standards, criteria, and procedures for the development, adoption and management of the 2018 Local Partnership Program. Pursuant to Streets and Highways Code Section 2033, these guidelines were developed in cooperation with the California Department of Transportation (Caltrans), transportation planning agencies, county transportation commissions, local agencies and other transportation stakeholders.

The Commission may amend these guidelines after first giving notice of the proposed amendments and conducting at least one public hearing. The Commission will make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

### **2. Program Objectives**

The objective of the Local Partnership Program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation [based on Government Code Section 8879.66(b)(1)]. Consistent with the intent behind SB 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding [SB 1 section 1(l)].

### **3. Program Schedule**

The following schedule lists the major milestones for the development and adoption of the 2018 Local Partnership Program:

Draft Guidelines Presented to the Commission	August 16, 2017
Commission Adoption of Guidelines	October 18-19, 2017
Call for Project Applications	October 20, 2017

**Formulaic Program:**

Agencies Submit Voter Approval Information	October 27, 2017
Publish Proposed Distribution of Shares	November 13, 2017
Commission Adopts Formulaic Distribution of Shares	December 6-7, 2017
Projects Applications Due	December 15, 2017
Release Staff Recommendations	January 10, 2018
Commission Adopts Program	January 31, 2018

**Competitive Program:**

Applications Due (postmark date)	January 30, 2018
Release Staff Recommendations	April 25, 2018
Commission Adopts Program	May 16, 2018

Future cycles of the formulaic program will include adoption of formulaic shares each August and program adoption each December. Future competitive programs will be adopted biennially.

**Funding**

**4. Source**

The Local Partnership Program will receive two hundred million dollars (\$200,000,000) annually from the Road Maintenance and Rehabilitation Account.

**5. Programming Cycle**

For the Formulaic Program, the initial cycle will cover 2017-18 and 2018-19, and will be programmed annually after the first cycle is complete.

For the Competitive Program, the initial program cycle will cover 2017-18 through 2019-20. Future cycles will be programmed every two-years.

**6. Distribution**

In the initial programming cycle, 2017-18 through 2019-20, program funds will be distributed 50% via formula and 50% via a competitive program. The methodologies for distribution of funds will be revisited in the subsequent programming cycle.

**Formulaic Program:**

Jurisdictions with voter approved taxes, tolls, and fees will be eligible for a formulaic distribution of funds if the taxes, tolls, or fees are dedicated solely to transportation. The initial cycle of the formulaic program will cover 2017-18 and 2018-19, with annual programming cycles thereafter.

At the beginning of each programming cycle, the Commission will adopt the funding share for each eligible taxing authority, rounded to the nearest whole thousand dollars, as follows:

- A. The Commission will establish a northern California and southern California share by attributing the proportional share of revenues from voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved tolls dedicated to transportation improvements and imposed in counties in northern California to the northern share, and by attributing the proportional share of revenues from voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved tolls imposed in counties located in southern California to the southern share. The determination of whether a county is located in northern or southern California shall be based on the definitions set forth in Section 187 of the Streets and Highways Code.
- B. Program funds made available to the southern share will be distributed as follows:
  - Program funds generated by voter-approved tolls, voter-approved parcel or property taxes, and other voter approved taxes, excluding sales taxes, dedicated to transportation improvements shall be distributed to the taxing authority based on the proportional share of revenues generated by the toll or tax by that entity in comparison to the total revenues generated by voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved bridge tolls dedicated to transportation improvements in southern California.
  - Program funds generated by voter-approved sales taxes dedicated to transportation improvements shall be distributed to the taxing authority in proportion to the population of the county in which the entity is located compared to the total population of southern California counties with voter-approved sales taxes dedicated to transportation improvements.
- C. Program funds made available to the northern share will be distributed as follows:
  - Program funds generated by voter-approved tolls, voter-approved parcel or property taxes, and other voter approved taxes, excluding sales taxes, dedicated to transportation improvements shall be distributed to the taxing authority based on the proportional share of revenues generated by the toll or tax by that entity in comparison to the total revenues generated by voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved tolls dedicated to transportation improvements in northern California.
  - Program funds generated by voter-approved sales taxes dedicated to transportation improvements shall be distributed to the taxing authority proportion to the population of the county in which the entity is located compared to the total population of the northern California counties with voter-approved sales taxes dedicated to transportation improvements.

All jurisdictions eligible for a formulaic funding share will receive a minimum annual share of \$100,000. The Commission may adjust this minimum funding share in subsequent programming cycles.

In establishing funding shares, the Commission will use the most current data available as follows:

- For local sales tax revenues, the sum of gross revenues for the most recent four quarters as reported for each local tax by the Board of Equalization.

- For parcel and property tax revenues, the revenues for the most recent fiscal year, as reported to the State Controller pursuant to Government Code Section 53891.
- For toll and other revenues, the sum of revenues for the most recent fiscal year, as reported in the agency's most recent audited financial statements.
- For population, the annual population estimate for cities and counties issued by the Department of Finance in May prior to the beginning of each fiscal year.

To verify eligibility, an agency must submit the following information by October 27, 2017:

- Ballot information.
- A copy of the ordinance or resolution seeking voter approval of the tax, toll, or fee.
- Election results (Official Statement of Votes Cast).
- For tolls, fees, and taxes other than sales taxes, a copy of the relevant section of the jurisdiction's most recent audited financial statements indicating the revenue generated by the tax, toll, or fee, including posting location on the internet and information about how the revenues are reported to the state.

The Commission will determine a funding share for each eligible taxing authority with a voter-approved tax or toll that was approved prior to the adoption of the funding shares and will be collected during the fiscal year.

Where a city has a voter-approved local sales tax and is located within a county without a countywide sales tax, the Commission will adopt a funding share for the city based on the city's population and the city's sales tax revenue. Where a city has a voter-approved local sales tax and is located within a county with a voter-approved local sales tax, the Commission will adopt a single countywide funding share based on the population for the county and both the city and county's sales tax revenue.

Where there are multiple eligible taxing authorities with a voter-approved local sales tax within a county with a countywide sales tax, the Commission will adopt funding shares for each taxing authority based on the relative tax rates of each voter-approved sales tax.

If the program of projects adopted by the Commission does not program the full amount of a taxing authority's formulaic funding share, the balance will remain available for later program amendments supported by eligible project nominations. A balance not programmed in one programming cycle will carry over and be available in the following programming cycle. Funds that remain unprogrammed for two programming cycles will be redistributed (as described in this section) in the subsequent programming cycle.

Competitive Grant Program:

Jurisdictions with voter approved taxes, tolls, and fees, or with imposed fees, will be eligible for the competitive grant program if the taxes, tolls, or fees are dedicated solely to transportation. The initial programming cycle will cover 2017-18 through 2019-20. The Competitive Grant Program will revert to a two-year program after the first cycle is complete.

The Competitive Grant Program will be divided in two parts: one for jurisdictions with voter-approved taxes, tolls, or fees; and the second for jurisdictions with only imposed fees. The Competitive Grant Program will be divided into these two groups based on the relative tax, toll,

and fee revenue of the taxing authorities. **In no case will the portion for jurisdictions with only imposed fees be less than \$5,000,000.**

To verify eligibility, an agency that is not eligible for formulaic funds or that does not apply for formulaic funds must submit the following information with their project application:

- A copy of the ordinance or resolution seeking to impose the fee.
- A copy of the relevant section of the jurisdiction's most recent audited financial statements indicating the revenue generated by the imposed fee, including posting location on the internet and information about how the revenues are reported to the state.

## **7. Incentive for New and Renewed Sales Tax Measures, Tolls, or Fees**

To recognize new or renewed voter approved self-help efforts and to incentivize jurisdictions to pursue future sales tax measures, tolls, or fees, a one-time incentive grant will be provided to jurisdictions that seek and receive voter approval of new or renewed sales tax measures, tolls, or fees, if those tax measures, tolls, or fees have a minimum period of ten-years, are solely dedicated to transportation, and for sales taxes are equal to or greater than one quarter cent.

The total amount of incentive grants awarded will not exceed \$20,000,000 annually. The incentive grant amount will be based upon the projected annual revenue of the voter approved tax initiative (based on the voter approved tax rate and the sum of gross revenues for the most recent four quarters as reported by the Board of Equalization). If the projected revenue is less than \$100,000, the incentive grant amount will be \$100,000. For jurisdictions that generate tax revenues above \$100,000, the incentive grant amount will not exceed \$5,000,000. Should the sum of the incentive amounts (based on the above) exceed \$20,000,000 in any year, each incentive amount will be reduced proportionally while still maintaining the \$100,000 minimum grant amount. If this occurs, in the following year, the Commission may elect to provide grants equal to the reductions if incentive grant funding is available (that is, if the incentive grants in that following year do not exceed \$20,000,000).

Amounts for the incentive grants will be included in the formulaic shares adopted in August of each year. Funding for the incentive grants will be deducted from the subsequent round of Competitive Grant Program funding.

## **8. Matching Requirements**

Projects funded from the Local Partnership Program will require at least a one-to-one match of private, local, federal, or state funds except jurisdictions with a voter approved tax or fee which generates less than \$100,000 annually need only provide a match equal to 50% of the requested Local Partnership Program funds.

For the purpose of calculating the required match, the Commission will, except for State Transportation Improvement Program funding, only consider funds that are not allocated by the Commission on a project specific basis.

The matching funds must be expended concurrently and proportionally to the Local Partnership Program funds. Costs incurred prior to allocation will not be counted towards match.



The implementing agency must provide a project funding plan through construction that demonstrates the supplemental funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

## **9. Funding Restrictions**

Competitive Grant Program funds and funds in the initial cycle of the Formulaic Program shall not supplant other committed funds and are not available to fund cost increases except as noted below.

In the Formulaic Program, a project nomination may be for supplemental funding of a project that was allocated Formulaic Program funding in a prior year, provided that the supplemental Formulaic Program funding and the match for that supplemental funding will not be expended until after the allocation of the supplemental funding. The supplemental Formulaic Program funding may be to replace local funding already committed to the project, subject to the required one-to-one match.

These guidelines do not preclude the transfer of formulaic funding shares between agencies.

## **10. Reimbursement**

The Local Partnership Program is a reimbursement program for eligible costs incurred. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

## **Eligibility**

### **11. Eligible Applicants**

Eligible applicants are the taxing authorities that have sought and received voter approval of taxes, tolls, or fees, or that have imposed fees, including uniform developer fees as defined by subdivision (b) of Section 8879.67 of the Government Code, which taxes or fees are dedicated solely to transportation improvements. Taxing Authorities that have imposed fees and have not received voter approval of taxes, tolls, or fees are only eligible for the competitive grant program.

A nomination may identify an entity other than the applicant to be the project implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds.

Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

### **12. Eligible Projects**

The Local Partnership Program eligible projects will be consistent with Government Code Section 8879.70 [A through F below] and Streets and Highways Code Section 2032(a) [G through I below]. Eligible projects shall include all of the following:

A. Improvements to the state highway system including, but not limited to, all of the following:

- Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years;
  - New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment; and
  - Safety or operational improvements on a highway segment that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
- B. Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.
- C. The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, including, but not limited to maintenance facilities, transit stations, transit guideways, passenger shelters, and fare collection equipment with a useful life of at least 10 years. The acquisition of vans, buses, and other equipment necessary for the provision of transit services for seniors and people with disabilities by transit and other local agencies is an eligible project under this paragraph.
- D. Improvements to the local road system, including, but not limited to, the following:
- Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years;
  - New construction and facilities to increase capacity, improve mobility, or enhance safety; and
  - Safety or operational improvements that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
- E. Improvements to bicycle or pedestrian safety or mobility with an extended useful life.
- F. Improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air quality or water quality, commonly known as "urban runoff," including management practices for capturing or treating urban runoff.
- G. For purposes of the Local Partnership Program, a separate phase or stage of construction for an eligible project may include mitigation of the project's environmental impacts, including, but not limited to, sound walls, landscaping, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.
- H. Sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.
- I. Road maintenance and rehabilitation.
- J. Other transportation improvement projects.

### **13. Eligible Components**

The Commission will only program the construction component of a project in the Competitive Grant Program, except for those projects expected to be delivered using the design-build method, where a portion of the funds may be in design.

For the Formulaic Program, funds may be used for any component of a project, however, projects must commence right-of-way acquisition or construction within 10 years of receiving pre-construction funding through the Local Partnership Program, or the implementing agency must repay the Local Partnership Program funds. Repaid funds will be made available for redistribution (see Section 5 above) in the subsequent programming cycle.

## **Project Selection Process**

### **14. Screening Criteria**

Nominations will receive an initial screening by the Commission for completeness and eligibility, before moving to the evaluation process. Incomplete or ineligible applications may not be evaluated. An agency submitting multiple project applications must clearly prioritize its projects. All projects must be included in an adopted regional transportation plan and, if applicable, consistent with an approved Sustainable Communities Strategy.

#### **Formulaic Program**

The Commission will include in the annual program of projects each project nominated by an eligible applicant for a formulaic funding share provided that the Commission finds that the nomination meets the requirements of statute and Commission guidelines, and that the project has a commitment of the required match.

### **15. Project Rating Process**

#### **Competitive Grant Program:**

To ensure a more equitable competition, the Commission will compare projects based on the population of jurisdiction(s) across which the tax or fee is applied. In most cases, this will be a county or city. For voter-approved tolls, the population will be the sum of the population of the jurisdictions that voted on the toll. The following population categories will be used:

- Category I:  $\geq 1,500,000$
- Category II: 700,000 to 1,499,999
- Category III: 300,000 to 699,999
- Category IV: 100,000 to 299,999
- Category V:  $<100,000$

To maximize the effectiveness of program funds, the minimum request for Competitive Grant Program funds that will be considered is indicated below based on the aforementioned population totals:

- Category I (population  $\geq 1,500,000$ ): \$5,000,000
- Category II (population 700,000 to 1,499,999): \$3,000,000
- Category III (population 300,000 to 699,999): \$2,000,000
- Category IV (population 100,000 to 299,999): \$1,000,000
- Category V (population  $<100,000$ ): No minimum requirement.

An agency applying for multiple competitive grants must prioritize its applications. The Commission may elect to only evaluate the highest priority application(s) submitted by each agency.

In approving grants for inclusion in the program of projects, the Commission will give consideration to geographic balance over multiple programming cycles.

## **16. Competitive Program Evaluation Criteria**

The Commission will give higher priority to the following:

- Projects that are more cost-effective.
- Projects that can commence construction or implementation earlier.
- Projects that leverage more committed funds per program dollar.
- Projects that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled.
- Projects that can demonstrate regional and community project support.
- Within a Metropolitan Planning Organization, projects that further the implementation of the sustainable communities strategy.

## **17. Project Nominations**

Project nominations and supporting documentation must be submitted to the Commission by the deadlines in Section 3. Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

The Commission will post basic project application information on its website prior to adopting the final program of projects. After projects are selected for programming, the Commission will post the status of all project applications to its website.

Applicants should submit two hard copies of the application package and one electronic copy. All application materials should be bound, addressed, and delivered to:

Susan Bransen, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

Caltrans is working to develop an online application for this program. This online application may not be completed in time for use in the initial application cycle. The Commission will notify potential applicants through its website and through the RTPA Group when the online application is available.

Each project application should be limited to 25 pages (excluding the Project Programming Request form) and must include:

- A. A cover letter, with signature of the Chief Executive Officer or other officer authorized by the taxing authority's governing board, authorizing and approving the application. Where

the project is to be implemented by an agency other than the taxing authority, documentation of the agreement between the taxing authority and the implementing agency must be submitted with the application and include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

- B. A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.
- C. An explanation of the project and its proposed benefits, including the following:
  - i. Project title, which should be a brief non-technical description of the project type, scope, and location, and a map (or maps) of the project location denoting the project site.
  - ii. The amount of Local Partnership Program funds requested.
  - iii. The amount and source of matching funds. Each nomination must list each federal, state, local, and private funding source by project component and fiscal year.
  - iv. Project background and a purpose and need statement.
  - v. A concise description of the project scope and anticipated benefits (outcomes and outputs) proposed for funding.
  - vi. A description of the project's current status, including the current phase of delivery, and the schedule for the completion of the project.
  - vii. A project cost estimate which includes the amount and source of all funds committed to the project and the basis for concluding that the funding is expected to be available. If uncommitted funding is identified, the requirements as outlined in Section 16 must be included. Cost estimates should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized officer of the implementing agency.
  - viii. Each taxing authority should provide documentation that the expected benefits of the proposed project justify its costs, recognizing that some costs and benefits can be difficult to quantify. Each application should include analysis utilizing the appropriate module or modules of Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0. This model can be found at:  
[http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC\\_Analysis\\_Model.html](http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html).  
If another model is more applicable the application should describe why and also provide the analysis based on the alternate model.
  - ix. A description of how the project is consistent with transportation, land use and housing planning goals within the region. For projects within a region with a currently adopted California Air Resources Board approved Sustainable Communities Strategy (SCS), the eligible taxing authority will discuss how their project is consistent with the SCS. This will include a quantitative and/or qualitative assessment of how the project will facilitate implementation of the SCS and support achieving the region's greenhouse gas emission reduction targets.
  - x. A description of the greenhouse gas impacts and the community impacts of the project and how those impacts are mitigated to a less than significant level. This should include a quantification of the effects of the project on diesel

particulate (PM 10 and PM 2.5), nitrogen oxides, greenhouse gases and other pollutant emissions using the Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0. (Cal B/C), the SB 1 Intermodal Tool, or the SB 1 Other Projects Tool. Report emissions saved in both tons and dollars. The SB 1 Intermodal Tool and the SB 1 Other Projects Tool are currently under development. These tools will be provided by December 15<sup>th</sup> by Caltrans at:  
[http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC\\_Analysis\\_Model.html](http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html).

D. Each application must include a Project Programming Request Form. Each Project Programming Request Form must list federal, state, local, and private funding categories by project component and fiscal year. An excel template of this form may be found at <http://www.dot.ca.gov/hq/transprog/ocip.htm>. Caltrans is working to develop a web-based Project Programming Request Form and expects to make this available by November 1, 2017. The Commission will notify potential applicants through its website and through the RTPA Group when the web-based form is available.

E. Each project nomination for the Competitive Grant Program shall also include:

- i. A description and quantification of the benefits the project will provide for disadvantaged communities and low-income area(s). Include a map to identify whether or not the project is located in a disadvantaged community or low-income community using the Disadvantage and Low-income Community Maps found at:  
<https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>.  
An applicant may also use a region specific definition of a disadvantaged community.
- ii. A description of the community and regional support for the project.
- iii. For uncommitted funds, the taxing authority must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed or it will be removed from the program.
- iv. A description that demonstrates the taxing authority's ability to absorb any cost overruns and deliver the proposed project with no additional funding from the Competitive Grant Program.
- v. A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and the response plan of the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, and funding commitments.
- vi. The project priority (if agency is submitting multiple applications).

## **Programming**

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Local Partnership Program, and the estimated total cost of the project. Project costs in the Local Partnership Program will include costs for each of the following components: (1) permits and environmental studies; (2) plans, specifications, and estimates; (3) right-of-way; and (4)

construction. The cost of each project component will be listed in the program no earlier than in the fiscal year in which the particular project component can be implemented. For Caltrans implemented projects, the cost of right-of-way support and construction support will be separated out and programmed separately from the right-of-way capital and construction capital cost.

#### Formulaic Program

The Commission's program of projects shall not include projects that exceed a taxing authority's formula funding share.

### **18. Committed/Uncommitted Funds**

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Local Partnership Program funds and other committed funds and, for the Competitive Grant Program, uncommitted funds as described below. In the Formulaic Program, the Commission will program and allocate funding to a project only if it is fully funded from a combination of Local Partnership Program and other committed funding.

Uncommitted funds may only be from the following competitive programs: Active Transportation Program, Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, or the Transit and Intercity Rail Capital Program. The taxing authority must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed or the project will be removed from the program. Projects programmed by the Commission in the Local Partnership Program will not be given priority in other programs under the Commission's purview.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and federal formula transit funds, the commitment may be by federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

## **Project Amendments**

### **19. Amendment Requests**

#### Competitive Grant Program:

Project amendments will be considered for the Competitive Grant Program as follows:

- **Scope Changes** – The Commission will not consider changes to the scope of the project unless the change is minor and has no impact to the project benefits or the scope change increases the benefits of the project.
- **Cost Changes** – The Competitive Grant Program will not participate in any cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the Commission should be notified in writing as soon as

possible. The written notification should explain the change and the plan to cover the increase.

- **Schedule Changes** – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section 19. For projects programmed in the last year of the Local Partnership Program, the implementing agency may request to reprogram the project only once with justification.

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule and benefits.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments. This notification must include an explanation of the proposed change, the reason for the proposed change, the impact the proposed change would have to the project, and an estimate of the impact the proposed change would have on the potential of the project to deliver the project benefits as compared to the benefits identified in the project application (increase or decrease in benefits) and an explanation of the methodology used to develop the aforementioned estimate. A revised Project Programming Request Form must be included in the notification.

Caltrans will review the proposed amendment change and forward the proposed amendment change with Caltrans' written analysis and recommendation to the Commission for the Commission's approval.

Commission staff will present recommended changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present all other amendment changes to the Commission as project amendments.

**Formulaic Program:**

In the initial programming cycle, the Formulaic Program may not be used to fund cost increases of ongoing projects.

## **Allocations**

### **20. Allocation Requests**

When an agency is ready to implement a project or project component, the agency will submit an allocation request to Caltrans. The typical time required from receipt of the request to Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The Commission will consider the allocation of funds for a project when it receives an allocation with a recommendation from Caltrans. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans, specifications and estimate are complete, environmental and right-of-way clearances are



secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

The Commission will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Local Partnership Program. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project.

Allocations must be requested in the fiscal year of project programming. Agencies should not request Commission allocations unless prepared to award contracts related to the allocation within six months. Whenever programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved allocation extension, the project will be deleted from the Local Partnership Program and the funds will be made available for redistribution (see Section 5 above) in the subsequent programming cycle.

Where the project is to be implemented by an agency other than the taxing authority, the allocation request must include a copy of the Memorandum of Understanding or Interagency Agreement between the taxing authority and implementing agency.

When Caltrans is the implementing agency, right-of-way support and construction support costs must be allocated separately from right-of-way capital and construction capital costs.

## **Project Delivery**

### **21. Letter of No Prejudice**

The Commission will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the Local Partnership Program. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the Commission's website.

### **22. Timely Use of Funds**

Local Partnership Program allocations must be requested in the fiscal year of project programming. Construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension. Any funds for which a contract has not been awarded within six months or prior to the expiration of an extension to the period of allocation, will be deallocated and be made available for redistribution (see Section 5 above) in the subsequent programming cycle.

The Commission may extend a deadline only once for allocation only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed twelve months.

Funds allocated for project development or right-of-way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend a deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed twelve months.

After award of the contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

The Commission may extend the deadlines for expenditures for project development or right-of-way, or for contract completion no more than one time, only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 20 months for project completion and 12 months for expenditure.

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30<sup>th</sup> of the year the funds are programmed; otherwise the funds will lapse as specified in this section.

Where a project component will not be ready for allocation as programmed in the current fiscal year, the implementing agency should request an extension of the allocation deadline rather than a project amendment.

For the Formulaic Program, funds may be used for any component of a project, however, projects must commence right-of-way acquisition or construction within 10 years of receiving pre-construction funding through the Local Partnership Program, or the implementing agency must repay the Local Partnership Program funds. Repaid funds will be made available for redistribution (see Section 5 above) in the subsequent programming cycle.

### **23. Delivery Deadline Extensions**

The Commission may extend a delivery deadline, as described in Section 19, upon the request of the implementing agency. No deadline may be extended more than once. However, there are separate deadlines for allocations, contract award, expenditures, and project completion. Each project component has its own deadlines. The Commission may consider the extension for each of the deadlines separately.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing. The extension request should describe the specific circumstance that justifies the

extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension requests and forward the written analysis and recommendation to the Commission for action.

#### **24. Project Inactivity**

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation and deallocation if proper justification is not provided.

#### **25. Project Cost Savings**

Project cost savings generated by a project in the Formulaic Program will be returned to that regional programming target.

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable benefits. The expanded scope must be approved by the Commission's Executive Director prior to contract award. All other contract award savings will be returned proportionally.

Savings at project completion must be returned proportionally except when an agency has, subsequent to project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings at project completion must be returned proportionally.

#### **26. Project Reporting**

SB 1 places responsibility on the Commission to track the performance and report to the public how well funding recipients are delivering projects receiving Local Partnership Program funds. Additional reporting requirements will be outlined in the Commission's upcoming Accountability and Transparency Guidelines.

Caltrans, in cooperation with the implementing agencies, will report to the Commission on a semi-annual basis. The reports will include information on the activities and progress made toward implementation of the project, including those project activities taking place prior to an allocation and the commitment status of supplemental funding identified at the time of programming. The reports will at a minimum include:

- A summary describing the overall progress of the project since the initial programming action.
- Expenditures to date for all project phase costs, segregated by fund.
- A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
- Identify any changes to the scope, cost, schedule, and benefits of the project.

Within one year of the project becoming operable, a final delivery report must be submitted. The implementing agency must provide the following information to Caltrans for inclusion in the final delivery report to the Commission:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs, by component and fund type, as compared to the approved project budget at allocation and baseline agreement if applicable.
- Project duration as compared to the project schedule in the project application.
- Performance deliverables (outputs and outcomes) derived from the project as compared to those described when the decision was made to fund the project. This should include an explanation of the methodology used to quantify and qualify the benefits.
- For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received.

The purpose of the reports is to ensure that the project achieves the objectives of the program, is executed in a timely fashion, is within the scope and budget identified when the decision was made to fund the project and is on track to deliver the expected benefits.

## **27. Project Tracking Database**

Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted Local Partnership Program and Commission actions. The database will include project specific information, including project description, location, cost, scope, schedule, expected benefits, and progress of the project and a map. The project information from the database will be accessible through Caltrans' website.

## **28. Project Auditing**

Caltrans must audit, in accordance with Generally Accepted Government Auditing Standards, a representative sample of the Local Partnership Program projects. The scope of these audits will be performed to determine whether:

- Project costs incurred and reimbursed are in compliance with the Commission's Local Partnership Program Guidelines, the Commission's Accountability Guidelines, contract provisions, and state and federal laws and regulations.
- Project deliverables (outputs) and outcomes are consistent with the project scope, schedule, and benefits described in the project nomination used to program the project.

A report on the projects audited, their findings and status of any corrective action must be submitted to the Commission by October 1 of each year.

## **29. Workforce Development Requirements and Project Signage**

Pursuant to Streets and Highways Code Section 2038, by July 1, 2023, agencies receiving Road Maintenance and Rehabilitation Account funds will need to describe how projects will address participation and investment in new or existing pre-apprenticeship training programs that focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated

individuals, and local residents to access employment opportunities. Therefore, this information should be included in the semi-annual reports submitted to Caltrans.

Additionally, the implementing agency must, for all projects, include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should be in compliance with applicable federal or state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.

## Examples of Measure T Uses

Activity		Description
1	Street Operations/Admin	Overall management and daily operations of the streets maintenance divisions. General overhead and administration of the streets divisions. Division Manager and support staff are fully or partially paid through this key.
2	Street Cleaning	Various street sweeping and street cleaning elements including contracted services management. This also includes basic street cleanliness, spill clean-up, brooming, hazardous materials surveys, testing, abatement and removal by municipality staff or contracted services.
3	Street Drainage	Typical maintenance of existing street drainage facilities. This maintenance includes, but is not limited to, cleaning drain inlets, replacing/repairing damaged structures, various point repairs and routine maintenance on storm drain pipes. Furthermore, this key involves preventative maintenance on drainage structures as well as responding to localized flooding resulting from deferred maintenance issues. Drainage improvements to remediate or eliminate traffic hazards in the right of way.
4	Street Maintenance, Rehabilitation and Reconstruction	A variety of street rehabilitation including occurring within the road right of way, but not limited to, slurry seals, crack seals, chip seals, cape seals, micro-surfacing, fog seals, reconstruction, pothole repair, minor pavement potholing, overlays, erosion control, grading, utility work and other maintenance activities needed to ensure function of the roadway as well as other activities needed to support the roadway outside the travelled way but within the public right of way, including approaches to railroad crossings.
5	Stormwater Operations	This is a relatively new account (created in 2015) introduced to achieve compliance with the U.S. EPA NPDES permit. This key funds routine inlet cleaning and maintenance, storm drain cleaning and maintenance, trash assessments and various administrative tasks associated with permit compliance and contract management.
6	Signage	Staff assigned to the City's sign shop and the various operational duties performed by the sign shop are covered under this key. Said duties include street sign installation and maintenance. MUTCD and municipality required markings and signs in the ROW.
7	Sidewalk Replacement	Maintenance, rehabilitation and replacement of existing sidewalks, curb and gutter as well as other methods needed to ensure adequate sidewalks. This includes ADA access ramps as required by law.
8	Electrical Admin	Overall management and daily operations of the electrical maintenance division. General overhead, administration and work activities of the electrical work.
9	Street Lighting	Operational and engineering duties related to street lighting. New installation, replacement, repair and maintenance work related to lighting facilities, such as street lights, highway lighting.
10	Traffic Signals	Electrical support to municipalities' traffic signals, including basic electrical support, instillation of new signal heads and poles, synchronizing signal timing, and any other related electrical maintenance activities.
11	Striping	Installation of pavement markings, center lines, edge lines, curb paint, white, yellow and blue pavement delineators, bike lane striping and pavement markings. MUTCD and municipality required markings and signs in the ROW.
12	Traffic Calming Measures	Speed humps, bulb outs, radar feedback signs and a variety of traffic control devices and materials to help create safe travel ways, and paths.
13	Urban Forest Management	Landscaping, trimming, removal, and re-planting of vegetation in the right of way. Hazardous and nuisance tree removal, Road side grass and brush mowing, Brush trimming and removal, vegetation growth control
14	Bicycle and Pedestrian Facilities	Bicycle and pedestrian maintenance, repair and construction within the street right of way. Includes crack seal, slurry seal, overlay, reconstruct, and remove and replace with a variety of materials including AC, and concrete.

## Examples of Measure T Uses

Activity		Description
15	Bridges and Culverts Facilities	Inspect, maintain, repair and replace various components of the bridge and bridge systems in the street and road right of way. Under the road drainage facilities inspections, maintenance, repair and replacement.
16	Salaries and Benefits	Employees in the street maintenance division, their supervisors, managers, and support staff (to the extent they work on street maintenance). This will include base pay, OT, part time salaries, and al related employee benefits.
17	Engineering Design	This would include design for curb cuts, ramps, striping, and overlays, ADA review of streets, traffic calming, and any sort of street maintenance project requiring professional design support outside of municipality staff.
18	Technology Support	Software, computers, cell phones, etc. used in the street maintenance division.
19	Engineering Support	Street maintenance support, construction management, permit applications, procurement, project bidding, project management, project planning Examples include advertising, environmental review, printing, state/local permitting, speed testing, etc.
20	Materials	Supplies used in street maintenance, rehabilitation and reconstruction, including, but not limited to: signs, gravel, asphalt, barricades, paint, lumber, safety fencing, hardware, etc. Testing and inspecting.
21	Facilities and Engineering Dept. Supplies	Services in support of the employees and facilities used in the street maintenance division, including uniforms, boots, safety equipment, training, certifications, alarm system, office supplies, building maintenance, utilities, etc.
22	Contracting Services	Contractors hired to complete street maintenance projects, including striping, crack sealing, slurry seals, overlays, patching and similar that are not City staff
23	Vehicles and Equipment	Fuel and maintenance of the street maintenance division fleet, to include replacement and addition of vehicles and equipment; Renting equipment for use in street maintenance projects, which could include tractors, lifts, and similar equipment; Purchase of small tools and equipment, and parts/maintenance, needed for street maintenance
24	General Liability Insurance	General Liability insurance for street related losses.
25	Refuse Services	Trash removal, roadkill removal.
26	Safety/ Traffic Control	Traffic control by municipality staff or contracted services. Guard rail installation, repair and maintenance.
27	Traffic Studies	Traffic studies performed by either county staff or contract staff, necessary to complete street and road work.
28	Ditch cleaning	Road side drainage facilities maintenance and repairs
29	Environmental Studies	Environmental studies by contracted services, CEQA and NEPA support, necessary to complete street and road work.