

Metropolitan Transportation Commission Programming and Allocations Committee

June 10, 2020

Agenda Item 4a 20-0744

California Transportation Commission (CTC) Update

Subject: Update on the May 13, 2020 California Transportation Commission meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (President and CEO, Silicon Valley Leadership Group).

May CTC Meeting (May 13, Held Online)

The CTC discussed the following issues of significance to the region.

Statewide Programs. The CTC approved the following items:

- 2020 State Highway Operation and Protection Program (SHOPP). The CTC adopted the 2020 SHOPP, which is dedicated to the maintenance and rehabilitation of state highway assets. The 2020 SHOPP includes over 900 projects totaling \$20 billion over four years and is closely tied to the recently-adopted State Transportation Asset Management Plan. Of note, the 2020 SHOPP proposed a new reservation of \$100 million for complete streets elements, such as adding accommodations for bicyclists and pedestrians on existing SHOPP projects. To maintain financial constraint, CTC approved \$42 million of the \$100 million complete streets reservation. Caltrans will return in June with proposed SHOPP project deletions to allow programming the remaining \$58 million complete streets reservation. MTC staff continues to support inclusion of complete streets, resiliency, and green-infrastructure type projects in the SHOPP.

COVID-19 Related Items. The CTC approved the following:

- Interim Timely Use of Funds Policy. The CTC approved an interim Timely Use of Funds (TUF) Policy that recognizes the extraordinary circumstances the state faces. The interim policy provides additional time to meet TUF obligations and will give sponsors more flexibility in project delivery during this uncertain time. The interim TUF policy affect programs like Senate Bill 1 (SB1) competitive programs, Active Transportation Program, Proposition 1B Local Bridge Seismic Retrofit Program, and State Transportation Improvement Program where allowed by law. The interim policy will expire in December 2020.
- State Revenue Impact from COVID-19. The CTC received a presentation from San Jose State University Professor Agrawal on the potential impacts to state transportation revenues due to COVID-19. Shelter in place orders have greatly reduced tax and user fee revenues, including sales taxes, gasoline taxes, transit fares, and tolls. MTC has analyzed potential revenue reductions due to COVID-19, and MTC predicts a loss of \$4 billion in total Bay Area transportation revenue over the next 12 months. Some of this is offset by the most recent federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, but cities, counties, transit agencies, and toll authorities continue to face significant revenue

declines. Staff continues to advocate for a federal funding backstop as we move towards recovery.

Allocations, Extensions, and Amendments. The CTC approved the following: Allocations. For the following allocations, CTC provided a 12-month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic.

- Funding allocations for two Active Transportation Program (ATP) projects in Oakland (Alameda County) and Sunnyvale (Santa Clara County);
- Funding allocations for two State Transportation Improvement Program (STIP) projects in Alameda and Napa Counties; and
- Funding allocation for two Transit and Intercity Rail Capital Program (TIRCP) project for Capitol Corridor.

Extensions.

- Project allocation extensions for STIP projects in Contra Costa, San Mateo, and Santa Clara Counties;
- Contract award extension for one BATA-sponsored Local Partnership Program (LPP) project;
- Project completion extension for one ATP project in San Mateo County; and
- Project expenditure extension for one ATP project in Oakland (Alameda County).

Amendments.

- LPP Formula program amendment to add one new transit project nominated by the San Mateo County Transit District.

MTC staff will continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

The next CTC meeting is will be held online as a one-day meeting on June 24th.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.



Therese W. McMillan