

Implementation of Proposition 1B

LEGISLATIVE ANALYST'S OFFICE

Presented To:

Senate Budget Subcommittee No. 4 on Transportation Hon. Mike Machado, Chair





Overview of Proposition 1B

(In Millions)

Program	Purpose	Amount		
Congestion Reduction, Highway and Local Road Improvements		\$11,250		
Corridor Mobility Improvement STIP ^a Local Streets and Roads Highway 99 Improvement State-Local Partnership SHOPP ^b Traffic Light Synchronization	Reduce congestion on state highways and major access routes. Increase capacity on highways, roads, and transit. Enhance capacity, safety, and operations. Enhance capacity, safety, and operations. Match locally funded transportation projects. Rehabilitate and improve operation of highways. Improve safety and operation of local streets and roads.	\$4,500 2,000 2,000 1,000 1,000 500 250		
Transit	F	\$4,000		
Local Transit Intercity Rail Goods Movement and Air Qu	Purchase vehicles and right of way, and make capital improvements. Purchase vehicles for state system and make capital improvements.	\$3,600 400 \$3,200		
Trade Corridor Improvement Air Quality School Bus Retrofit	Improve movement of goods on highways and rail, and in ports. Reduce emissions from goods movement activities. Retrofit and replace polluting vehicles.	\$2,000 1,000 200		
Safety and Security		\$1,475		
Transit Security Grade Separation Local Bridge Seismic Port Security	Improve security and facilitate disaster response. Improve railroad crossing safety. Seismically retrofit local bridges and overpasses. Improve security in publicly owned ports, harbors, and ferry facilities.	\$1,000 250 125 100		
Total		\$19,925		
 a State Transportation Improvement Program. b State Highway Operations and Protection Program. 				



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In November 2006, voters approved Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006), which provides \$20 billion in general obligation bonds for transportation projects.

The funds are intended to relieve congestion, facilitate goods movement, improve air quality, and enhance transportation safety and security.



2007-08 Appropriations of Proposition 1B Funds

(In Millions)

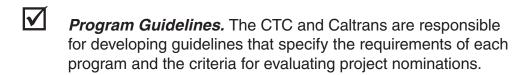
Program	Implementing Agency	Amount
Local Streets and Roads	SCO/DOFa	\$950.0
State Transportation Improvement	CTC ^a	727.4
Corridor Mobility Improvement	CTC	608.3
Local Transit	SCO/Caltrans ^a	600.0
State Highway Operations and Protection	CTC	280.3
Air Quality	ARB ^a	250.0
School Bus Retrofit	ARB	193.0
Intercity Rail	Caltrans	188.1
Grade Separation	Caltrans/CTC	123.1
Traffic Light Synchronization	CTC	122.5
Transit Security	OES ^a	101.5
Port Security	OES	41.1
Highway 99 Improvement	Caltrans	14.3
Local Bridge Seismic	Caltrans/CTC	13.6
Trade Corridor Improvement	CTC	0.1
State-Local Partnership	CTC	0.1
Total		\$4,213.4

a SCO=State Controller's Office; DOF=Department of Finance; Caltrans=Department of Transportation; CTC=California Transportation Committee; ARB=Air Resources Board; OES=Office of Emergency Services

- All of the \$20 billion in Proposition 1B funds are subject to appropriation by the Legislature. The 2007-08 budget appropriates \$4.2 billion for various programs.
- The Legislature also adopted trailer bill legislation—Chapter 181, Statutes of 2007 (SB 88, Committee on Budget and Fiscal Review), Chapter 314, Statutes of 2007 (AB 196, Committee on Budget), and Chapter 187 (AB 201, Committee on Budget)—that further directs the implementation of Proposition 1B.
- Caltrans and CTC are responsible for administering many of the Proposition 1B programs.



Key Responsibilities of CTC and Caltrans



- **Project Selection.** Based on the adopted guidelines, CTC and Caltrans are responsible for selecting projects.
- Funding Allocations. After Proposition 1B funds have been appropriated by the Legislature, CTC has the primary responsibility for allocating funds to specific projects.
- **Project Delivery.** Caltrans is responsible for the delivery for mostly all highway, intercity rail, and grade separation projects funded by Proposition 1B.
- Annual Reports. The CTC is required to provide an annual summary of the activities related to different Proposition 1B programs. For each project in a given program, the summary shall include a description of the project and its location, the amount of funds allocated, and a status of the project.

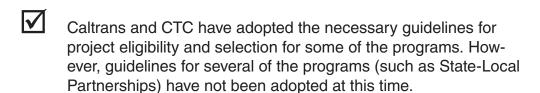


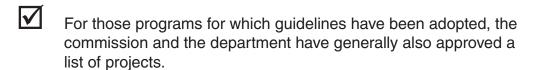
Guidelines Developed and Projects Selected for Some Programs

Program	Guidelines Adopted	Approved Projects
Corridor Mobility Improvement	11/8/06	54
State Transportation Improvement	12/14/06	80
Highway 99 Improvement	12/13/06	14
State-Local Partnership	_	_
State Highway Operations and Protection	a	15
Traffic Light Synchronization	_	_
Local Transit	_	_
Intercity Rail	_	_
Trade Corridor Improvement	11/27/07	_
Grade Separation	<u></u> b	_
Local Bridge Seismic	_	_

a Since the State Highway Operations and Protection Program is an existing program, developing new guidelines was not necessary.

b Chapter 181, Statutes of 2007 (SB 88, Committee on Budget and Fiscal Review), requires CTC, in cooperation with Caltrans, the Public Utilities Commission, and the High Speed Rail Authority, to develop guidelines by February 15, 2008.







Ability of Caltrans to Deliver Projects



Staff Resources to Design and Engineer Projects

- In order to ensure that Proposition 1B projects will be delivered in a timely manner, Caltrans will need adequate personnel resources to plan and construct capital outlay projects.
- As discussed in our report on the 2006 bond package, before a capital outlay project can be constructed, Caltrans must assess environmental impacts, acquire rights-of-way, and design and engineer the project. This type of work is typically referred to as capital outlay support.



2007-08 Budgeted Resources

- In adopting the 2007-08 budget, the Legislature provided \$1.8 billion to Caltrans to fund 13,121 personnel-year equivalents (PYEs) in staff resources to design and engineer transportation projects.
- About 5 percent (640 PYEs) of the budgeted resources are specifically to support Proposition 1B programs.