



AGENDA
May 16, 2017
VIDEO

TRANSPORTATION COMMISSION MEETING

7:00 p.m.

City Council Chambers
311 Vernon Street
Roseville, California

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. MEETING MINUTES**
 - 4.1. April 18, 2017 Minutes
- 5. ORAL COMMUNICATION**
- 6. REQUESTS/PRESENTATIONS**
 - 6.1. Appointment of One Transportation Commissioner and One Alternate to the Community Priorities Advisory Committee (CPAC)
 - 6.2. Bike Lane Modifications along Keehner Avenue
- 7. BOARD MEMBER / COMMISSIONER / STAFF REPORT**
 - 7.1. Alternative Transportation Division Update
- 8. ADJOURNMENT**

Title: April 18, 2017 Minutes

Meeting Date: 5/16/2017
Item #: 4.1.

ATTACHMENTS:

Description

April 18, 2017 Draft Minutes

Transportation Commission

Regular Meeting

April 18, 2017 – 7:00 p.m.

Draft Minutes

1. Call to Order

The meeting was called to order at 7:00 p.m. by Commissioner Short.

2. Roll Call

Commissioners Present

Jeff Short – *Chair*
Cynthia Moore – *Vice-Chair*
Joe Horton
Chinnaian Jawahar
David Nelson
Gary Hexom
Sergey Terebkov – *Absent*
Thomas Hipkins – *Youth Commissioner*

Staff Present

Mike Dour, Alternative Transportation Manager
Sue Schooley, Alternative Transportation Analyst II
Eileen Bruggeman, Alternative Transportation Analyst II
Jeannie Gandler, Alternative Transportation Analyst II
Michael Christensen, Deputy City Attorney
Jason Shykowski, Principal Engineer
Debbie Dion, Recording Secretary

3. Pledge of Allegiance

Commissioner Jawahar led those in attendance in the Pledge of Allegiance.

4. Meeting Minutes

a. February 21, 2017 – *Action required*

MOTION:

Commissioner Jawahar made the motion, which was seconded by Commissioner Moore to approve the meeting minutes of February 21, 2017.

Ayes: Short, Moore, Horton, Jawahar, Nelson, Hexom, Hipkins
Noes: None
Absent: Terebkov

5. Oral Communications

Commissioner Short opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on the success of the Game Day Express and requested an update on the service; Mr. Barnbaum also suggested that the service be extended to other events at Golden One Center and suggested adding additional pickup and drop off locations.

Mike Dour, Alternative Transportation Manager, responded that a report on the Game Day Express will be coming to the Commission in June.

Jennifer Higgins, 1550 Pleasant Grove Boulevard, addressed the Commission in support of recent changes to Route M and Route D. Ms. Higgins reported that the lights are burned out in the bus shelter at Woodcreek Oaks Blvd/Pleasant Grove Blvd. She requested that the lighting in all bus shelters be inspected. She also suggested increasing Route M runs from once an hour to twice an hour.

Staff will follow up with Ms Higgins.

Commissioner Short closed the Public Comment period.

6. Consent Calendar

a. Sutter Roseville Medical Center Transportation Systems Management (TSM) Plan (ACTION REQUIRED)

Motion by Commissioner Moore, seconded by Commissioner Hipkins, to approve the Consent Calendar as recommended by staff.

Ayes: Short, Moore, Horton, Jawahar, Nelson, Hexom, Hipkins
Noes: None
Absent: Terebkov

7. Special Presentation/Reports

a. Public Works Capital Improvement Project Update

Jason Shykowski, Principal Engineer, made the presentation.

Commissioner Short opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on potential funding sources for upcoming City projects.

Commissioner Short closed the Public Comment period.

Staff and Commissioners discussed.

Commissioner Short re-opened the Public Comment period.

Jennifer Higgins, 1550 Pleasant Grove Boulevard, addressed the Commission on the Sierra Gardens Transfer Point Project and the location for pick up and drop off points during construction. She suggested using an audible signal at this location.

Staff responded on addition of a bulb out, an enhanced crosswalk and a new street light at this location.

Commissioner Short closed the Public Comment period.

Staff provided this item as informational only. No action required.

b. Transit Performance Report – 1st and 2nd Quarter of Fiscal Year 2017 (ACTION REQUIRED)

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation.

Commissioner Short opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on decrease in ridership across the region and possible contributing factors. Mr. Barnbaum also spoke on the PCTPA Short Range Transit Plan and suggested increased stops for Route D.

Commissioner Short closed the Public Comment period.

A question and answer session between Commissioners and staff ensued.

Motion by Commissioner Jawahar, seconded by Commissioner Moore, to accept the Transit Performance Report for the 1st and 2nd Quarter of Fiscal Year 2017.

Ayes: Short, Moore, Horton, Jawahar, Nelson, Hexom, Hipkins
Noes: None
Absent: Terebkov

8. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update

1. Louis Orlando Transfer Point Project
2. Bucks for Bikes
3. Celebrate the Earth
4. May is Bike Month
5. Free Smart Cycling & Basic Bicycle Maintenance Clinics
6. Legislative Update

Sue Schooley, Alternative Transportation Analyst II, made the presentation on Items 2, 3, 4, and 5.

Mike Dour, Alternative Transportation Manager, made the presentation on Items 1 and 6.

Commissioner Short opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on regional events and meetings.

Commissioner Short closed the Public Comment period.

Staff and Commissioners discussed.

Staff provided this item as informational only. No action required.

Commissioner Nelson requested that staff report back on a possible Game Day Express fare increase. Staff will report back in June.

Chair Short noted that Cynthia Lopez with MV Transportation is leaving and thanked her for her hard work and dedication.

9. Pending Agenda

None

10. Adjournment

MOTION

Commissioner Jawahar made the motion, which was seconded by Commissioner Nelson, to adjourn the meeting.

Ayes: Short, Moore, Horton, Jawahar, Nelson, Hexom, Hipkins

Noes: None

Absent: Terebkov

The meeting was adjourned at 8:23 p.m.

Jeff Short, Chair

Debbie Dion, Recording Secretary

Title: Appointment of One Transportation Commissioner and One Alternate to the
Community Priorities Advisory Committee (CPAC)

Meeting Date: 5/16/2017
Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Item 7a. APPOINTMENT OF ONE TRANSPORTATION COMMISSIONER AND ONE ALTERNATE TO THE COMMUNITY PRIORITIES ADVISORY COMMITTEE FILE# PL17-0085

Staff Kathy Pease, Planning Manager

Recommendation

Pursuant to the City Council's direction at their meeting on April 19, 2017, the Transportation Commission is requested to select one Commissioner to be a member of the newly-forming Community Priorities Advisory Committee (CPAC) and select an additional Commissioner to act as an Alternate.

Background

A community effort is being kicked off known as *Engage Roseville: A community conversation about priorities*. Its goal is to involve residents, businesses, and others who have a stake in Roseville's quality of life, in prioritizing city services and developing options to align service levels with revenues. The CPAC will be one of several activities to garner public input into ensuring City level of service is aligned with revenues.

During the recession and as the economy began to recover, Roseville's strong fiscal management allowed the City to maintain quality of life services, while minimizing cuts. Services were maintained, while staffing was reduced and pension reforms were implemented. The City kept service levels high by deferring 5 million dollars' worth of capital improvements and maintenance, and by lowering payments to key funds: such as workers' compensation and retiree health. All the while, a constantly changing legislative and regulatory environment continues to add significant uncertainty and cost to the City's operations.

In response to this fiscal reality, the Council directed staff at its February 2nd budget goals workshop, and at the City Council meeting of April 19, 2017, to initiate a process involving the community aimed at evaluating the City's General Fund operations and revenues. The goal is to find a way to balance the City's obligation to address its long-term liabilities, while maintaining fiscal stability and high-quality essential services and programs most valued by the community. These services include, but are not limited to: public safety, streets and roads, parks, recreation and libraries.

Purpose: Given current budget constraints, the Community Priorities Advisory Committee (CPAC), as one of several comprehensive activities, will assess and prioritize essential, general-funded City services and programs with the following objectives:

- Develop a common understanding of municipal finances and budget to provide context for recommendations about funding and levels of service;
- Review aspects of key general-funded City operations, prioritizing community expectations for the levels of service provided by five general-funded City departments: Police; Fire; Parks, Recreation & Libraries; Public Works; and Development Services;
- Review fiscal strategies and constraints associated with continued delivery of high-quality services at current or increased levels; and,
- Work in good faith to achieve consensus in developing options and recommendations.

Guiding Principles: Guiding Principles have been adopted by the City Council to establish the CPAC's purpose and guide the Committee through the visioning process. These Principles are modeled after those established for the Community Standards and Visioning Committee (CVSC). The CVSC was established in 2003, and provided policy guidance to the Council regarding the community vision, fiscal strategies and General Fund services. The CPAC effort will update the community priorities for services. Please see the attached Council Communication for a complete list of the CPAC's Guiding Principles.

Committee Members: The Community Priorities Advisory Committee will be an ad-hoc committee representing a broad cross-section of the community appointed by the City Council with policy recommendation authority. In addition to other City efforts such as greater public engagement and opinion research, the Committee will inform decisions the City Council and community will make about the programs and level of service the City should provide and how to fund it, to maintain fiscal stability and ensure the highest quality of life that the City can afford for its residents and businesses. The composition and membership of the Committee is proposed to consist of the following:

1. Planning Commission representative (1)
2. Parks & Recreation Commission representative (1)
3. Transportation Commission representative (1)
4. Roseville Chamber of Commerce Board President, CEO, or designee (1)
5. Northstate Building Industry Association President/CEO or designee (1)
6. Roseville Joint Union High School district Superintendent or designee (1)
7. Roseville City School District Superintendent or designee (1)
8. At-large community members (8-13) at Council discretion, to seek a diverse range of geographic/neighborhood, generational, and demographic representation on the Committee)

Schedule: It is anticipated that the CPAC will begin meeting in July 2017 and will meet through March 2018 on the second and fourth Wednesdays of the month. The tentative CPAC meeting schedule through the end of the year is:

July 19, 2017
August 9, 2017
August 23, 2017
September 13, 2017
September 27, 2017
October 11, 2017
October 25, 2017
November 8, 2017
November 22, 2017
December 13, 2017
January 10, 2018
January 24, 2018

February 14, 2018

February 28, 2018

March 14, 2018

Meeting Facilitation: Similar to other advisory committees of the past (Community Standards and Visioning Committee and Growth Management Visioning Committee), the City will be hiring a professional facilitator to run the CPAC meetings. The facilitator will be responsible for outlining the objectives of the CPAC, and guiding the Committee's review of the City's fiscal constraints, level of service policies and formulation of recommendations for the City Council's consideration in March 2018.

FISCAL IMPACT

The fiscal impact of Council direction to initiate the Community Priorities Advisory Committee will require various staff resources from each of the following Departments: City Manager; Fire; Police; Parks, Recreation & Libraries; Public Works; Development Services; Public Affairs and Communications; and other departments as needed. Existing City staff will be used to absorb the workload to the extent feasible. Consultants will be needed to assist in meeting facilitation & documentation, public outreach strategy development, videotaping meetings, and to conduct independent scientific public opinion research.

Attachment(s):

1. Engage Roseville: A community conversation about priorities FAQ

Engage Roseville:

A community conversation about priorities

What is Engage Roseville?

A community effort to involve residents, businesses, and others who have a stake in Roseville's quality of life, in prioritizing city services and developing options to align service levels with revenues.

Why do we need to do this now?

During the recession and as the economy began to recover, Roseville's strong fiscal management allowed the City to maintain quality-of-life services while minimizing cuts. We reduced staffing, implemented pension reforms, cut hours at city facilities and cut community events to maintain a balanced budget and level of services. In addition, the City borrowed from other funds that now need to be replenished. Those include funds for the maintenance of public facilities, parks, and streets.

In the time since, we've conducted performance audits to ensure our staffing levels and structure provide efficiency and effectiveness. And we have partnered with our labor groups to slow payroll growth, reduce post-retirement benefits, and reduce salaries. All the while, a constantly changing legislative and regulatory environment continues to add unfunded mandates and significant costs to the City's operations, such as the State moving responsibility for stormwater management from the State to local government, adding \$1 million annually to city expenses.

These realities, in addition to a slowing and shifting economy, have led to a budget gap that will continue to widen in the years ahead.

How does the budget look today?

We achieved a break-even budget in FY 2016-17, where operational expenses matched operational revenues without borrowing from other funds. While the City's fiscal position has been improving, costs are growing faster than revenues. In addition, we have deferred maintenance costs and other long-term liabilities that are coming due. If the City were to maintain its current levels of service while also fully funding its long-term liabilities and deferred maintenance, the general fund budget would realize a \$10 million structural deficit per year, resulting in a fiscally unsustainable position moving forward.

How are we going to tackle the budget gap?

In response to this fiscal reality, the Council directed staff at its February 2nd goals workshop to initiate a process involving the community aimed at evaluating the City's general fund operations and revenues. The goal is to find a way to balance the City's obligation to maintain fiscal stability while continuing to provide high-quality essential services and addressing long-term liabilities.

What are some of the City's quality-of-life goals?

Public safety:

- Maintaining 9-1-1 emergency medical response services and response times
- Maintaining police crime suppression and investigation units
- Preventing and investigating property-related crimes like theft and burglary
- Maintaining the number of Police officers on neighborhood patrols

Streets and roads:

- Maintaining city infrastructure such as storm drains, bridges, and facilities
- Maintaining city streets, roads and repairing potholes

Parks, Recreation, and Libraries:

- Maintaining city parks, recreation facilities, trees, and landscape corridors
- Maintaining community centers, aquatic facilities, and event programming
- Maintaining library services and ensuring public access.

Local economy and jobs creation:

- Maintaining programs to improve the local economy and job creation
- Attracting and retaining local businesses



How can I get involved?

Extensive community participation will help ensure the City has a clear understanding of community priorities, the community has a clear understanding of fiscal constraints and opportunities, and recommendations can be developed to align resources accordingly.

Several options to engage this effort exist:

Community Priorities Advisory Committee

- The Roseville City Council approved formation of a Community Priorities Advisory Committee (CPAC) as one of several comprehensive activities to ensure direct and meaningful community participation in reviewing levels of City-provided services. The committee process is intended to bring together Roseville residents and businesses to assess specific general fund City services and programs, and provide policy level recommendations to prioritize what we value as a community.
- Details about the committee and applications to be considered by the City Council for appointment to this committee of 15-20 community members can be found at www.roseville.ca.us/engageroseville
- Applications are due May 19, 2017. Council appointments will be made at a special City Council meeting 7 p.m., Monday, June 12, 2017, in Council Chambers at 311 Vernon St., Roseville.
- The committee will meet 6-8 p.m. on the second and fourth Wednesdays of the month at either the Martha Riley Library Building, 1501 Pleasant Grove Blvd. or the Maidu Community Center, 1550 Maidu Dr., from July 2017 through Spring 2018.
- Meetings are open to the public and will be videotaped and available for viewing on the City's government-access channel COR-TV (Comcast 14 and Consolidated 73) and on the City's website.

Public-Engagement Plan

To obtain direct public input, the City is developing a public-engagement plan with the following goals:

- Gather additional, direct feedback about quality of life services important to the broader community;
- Continue to inform residents about the City's budget, fiscal situation and needs, including revenues, expenses and challenges;
- Highlight the trade-offs associated with allocating limited resources;
- Support continued transparency of the City's decision-making process and maintain the City's tradition and practice of community collaboration and trust; and
- Provide important information to City Council and City staff about the kind of community people want to live in and which services they value.

Strategies for engaging the wider community to obtain direct public input could include: online town halls, social media, surveys, public forums, community events, and community-based meetings involving presentations, exercises, opinion research, and a concentrated focus on two-way communication. All of these elements will be considered in development of the public-engagement plan. As always, the City will continue its emphasis of partnering with local media to keep people informed as well.

How will I know what's happening with this effort?

- Go to www.roseville.ca.us/engageroseville
- Subscribe to the City's bi-weekly e-newsletter: City of Roseville News at www.roseville.ca.us/connect
- Watch meetings of the Community Priorities Advisory Committee online (Under e-Services tab on City homepage, go to Streaming Video)
- Attend meetings of the Community Priorities Advisory Committee
- Participate in digital democracy via surveys, online town halls, community meetings and events as publicized in City of Roseville News e-newsletter and the City's dedicated webpage.

Questions?

For inquiries related to the Community Priorities Advisory Committee:

Mike Isom
misom@roseville.ca.us
(916) 774-5527

Kathy Pease
kpease@roseville.ca.us
(916) 774-5434

For inquiries related to public engagement:

Megan MacPherson
mmacpherson@roseville.ca.us
(916) 775-5455



Title: Bike Lane Modifications along Keehner Avenue

Meeting Date: 5/16/2017
Item #: 6.2.

ATTACHMENTS:

Description

Staff Report

Item 7b. Bike Lane Modifications along Keehner Avenue

Staff Mike Dour, Alternative Transportation Manager
Jeannie Gandler, Alternative Transportation Analyst II/Bikeways
Jana Cervantes, Associate Engineer

Recommendation

Staff recommends that the Transportation Commission:

1. Recommend that the Public Works Director direct staff to modify the signage on Keehner Avenue from a Class II bike lane facility to a Class III designation.
2. Recommend that the Public Works Director direct staff to include these changes with the planned update of the Bicycle Master Plan and when the Parks, Trails and Bikeways Map is updated.

Background

City staff periodically evaluates the use, safety and effectiveness of existing bikeways, including Class II on-street bike lanes. These evaluations may be in response to resident requests, as part of the City's project review process, or, when street resurfacing or other maintenance projects are planned. When appropriate, staff may recommend modifications to existing bikeways, including removal of existing bike lanes. In preparation for the 2018 roadway resurfacing project, staff has identified a proposed change to a "timed" bike lane along Keehner Avenue, as discussed in more detail below.

The Bicycle Master Plan (adopted by City Council on June 4, 2008) includes a policy which provides that, regardless of the origin, requests to change the designation of an existing bikeway should be considered by the Transportation Commission. The only exception is when the change is necessary to address an identified safety concern, in which case the Public Works Director may immediately approve the change. Bikeway Route Development Policy 11 (Attachment 1) states that the Transportation Commission's evaluation should include the following:

- A review of the characteristics of the roadway including traffic volumes and speeds;
- Accident history;
- Continuity of the bike route, destinations served and adjacent land uses; and,
- Availability of alternative routes.

Discussion

In preparation for the City's 2018 roadway resurfacing project, streets are being evaluated to create an inventory of necessary changes during the paving process. Based on field reviews and traffic studies, engineering staff is recommending Keehner Avenue (from Douglas Boulevard to Darling Way as shown in Attachment 2) be changed from on- street (Class II) bike lanes, to shared bike routes (Class III) for the following reasons:

- Keehner Avenue is a residential street and does not have adequate width to accommodate both a Class II bike lane and residential parking.
- The bike lane is only available during limited times each day when higher school-time bicycle use is anticipated. This is accomplished by restricting parking on the west side of Keehner, (between 8:00 am – 10:00 am on the east side of Keehner and between 12:00 pm – 4:00 pm on the west side).
- Field reviews indicate that Cirby Elementary students are not using the Class II bike lane to travel to and from school.

- Vehicles remain parked on the street throughout the day, including during the aforementioned “no parking” hours, creating obstacles in the “timed” bike lane for bicyclists.
- The 2018 resurfacing project will include adding crosswalks to Keehner Avenue to enhance and denote a “Safe Routes to School” corridor. This continuous path along the east sidewalk of Keehner will be included on the Safe Route to School map.
- The existing Class II bike lane is not advantageous to the biking community as it is not part of a longer, contiguous pathway and because the bike lane is only available during limited hours as described above. As the only “timed” bike lane in the City it is challenging to enforce the timed parking restrictions and this uncommon bike facility may lead to confusion among residents and bicyclists.
- Designating Keehner Avenue as a Class III bike route would not be a disadvantage to the biking community due to the low traffic volumes and speed.

This change would be included in the planned update of the Bicycle Master Plan and would be reflected in the next version of the Parks, Trails and Bikeways Map. For Class II bike lane and Class III bike route definitions, please see Attachment 3. Attachment 4 shows Keehner Avenue in the context of the Existing and Proposed Facilities map as shown in the City’s Bicycle Master Plan.

Public Outreach – Staff provided information about the proposed Class II bike lane modifications on Keehner Way to staff at Cirby School for distribution to parents of students, to the RCONA (Roseville Coalition of Neighborhood Association) board, posted the information on the City website, shared with the neighborhood on Next Door, and sent a message to the Trails Alert & Information e-mail and text message subscribers, which is accessed by bicyclists throughout the community and region.

Fiscal Impact

The cost of modifying the signage is minimal and is included in existing operating budgets.

Environmental Review

The proposed modifications of bike lanes on Keehner Avenue and Parkside Way involve minor alterations of an existing facility. The activity is categorically exempt from the California Environmental Quality Act (CEQA) as a Class 1 Exemption (State CEQA Guidelines Section 15301. The Exemptions have been prepared and no further CEQA action is required.

Attachments:

1. Attachment 1 – Goals, Policies and Implementation Measures, Bicycle Master Plan
2. Attachment 2 – Keehner Avenue Aerial View and Proposed Modifications
3. Attachment 3 – Definitions: Class I, Class II and Class III Bikeways, Bicycle Master Plan
4. Attachment 4 – Existing and Proposed Facilities, City of Roseville Bicycle Master Plan

Goals, Policies & Implementation Measures

6. Class I Off-Street bike paths are preferred when they result in bikeway continuity, safe and preferably separated crossings of major roads, and minimal traffic cross-flow.
7. New arterial streets should include Class II bike lanes and Class IA bikeways. Class IA bikeways are intended to supplement (not replace) on-street bike lanes, and they typically do not include signs designating them as bikeways. However, there may be locations where Class III or IA bikeways may be utilized in lieu of a Class II bike lane.
8. Class II bike lanes should be provided on new collector streets, but there may be instances when a Class III route will be substituted. The bikeway designation along new collector roads should consider: Anticipated traffic speeds and volumes; continuity of bike lane and destinations served; adjacent land uses; the availability of comparable alternative bike routes; and other applicable factors as determined by the Public Works Director.
9. Class III on-street bike routes may be designated to provide connections between or to Class I and Class II bikeways, or as an alternative to bicycling on Class II bike lanes on arterial streets.
10. Major roadway improvement projects proposed on existing arterial streets without bike lanes should include an investigation of the feasibility of installing Class II bike lanes.
11. Proposed change(s) to the designation of an existing bikeway will typically be considered by the Transportation Commission and should evaluate: Continuity of bike route; destinations served; adjacent land uses; alternative routes; available right-of-way; traffic speeds and volumes; collision history; environmental impacts; and other applicable factors. The Public Works Director/City Engineer may approve changes to bikeway designation, including removal of a bike lane on an existing street, without Transportation Commission review and approval when the change resolves an identified safety concern or results in improvement to a signalized intersection turning movement(s) experiencing significant delay, and the resultant lane configuration permits shared use by autos and bicycles. Where a bikeway designation is changed from Class II bike lane to Class III bike route, signs shall be installed to inform motorists that bicycles will be sharing the road.
12. To meet the needs of beginning bike riders, bicycles should continue to be permitted to ride on all sidewalks, except where prohibited by the Municipal Code.
13. Bicycle crossings should be located at appropriate intervals along new roadways as determined by the Public Works Director/City Engineer. The City will consider opportunities for grade-separated crossings where feasible and warranted based upon demand to improve bikeway safety, comfort and continuity. The City should work with Caltrans to provide safe, convenient and comfortable crossings of State highways and freeways at regular intervals.

LEGEND:

-  - DETAIL 39
-  - DETAIL 39A
-  - BIKE LANE LEGEND



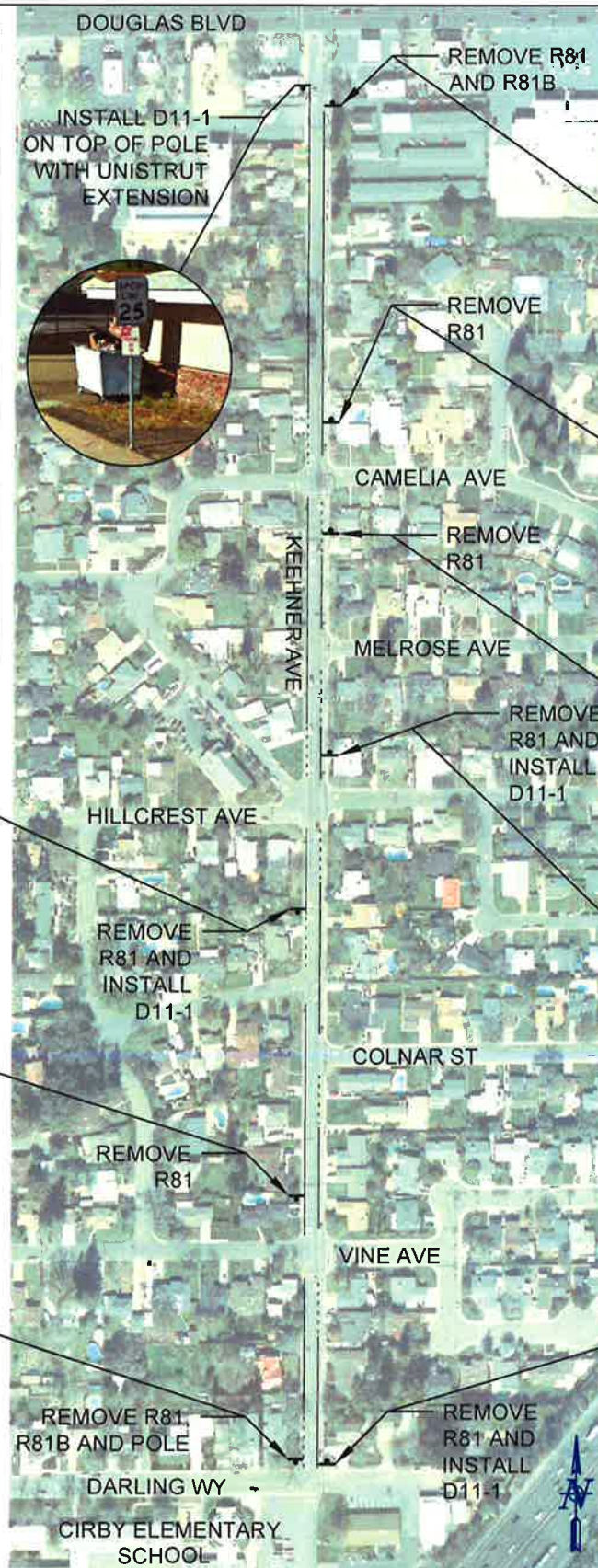
R81



R81B



D11-1



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
TRAFFIC STUDIES SECTION

EXHIBIT 1

TR16028	DATE: JUNE 2016
DRAWN: J. PASTOR	SCALE: NONE

Introduction

are all important facilities that ensure access and connectivity for cyclists.

The Highway Design Manual allows local agencies to designate “Bikeways”, which are defined as facilities provided primarily for bicycle travel. The Highway Design Manual considers bikeways one element of an effort to improve bicycling safety and convenience—either to help safely accommodate motor vehicle and bicycle traffic on shared roadways, or to complement the road system to meet needs not adequately met by roads.

The Highway Design Manual identifies three distinct types of bikeways: Off-street bike paths (Class I), on-street bike lanes (Class II) and on-street bike routes (Class III). These facilities are described below and shown in Appendix A. The City of Roseville has also established selected sidewalks as bikeways (referred to in Roseville as Class IA bike-ways), and this type of facility is also discussed below.

Off-Street Bike Paths (Class I Bikeways)

Off-street bike paths are facilities located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles. In Roseville, off-street bike paths are typically located within open space corridors along creeks, high voltage power line corridors and community/city-wide parks. They may also be located within paseos or greenways, which are landscape areas created for the purpose of providing important bicycle and pedestrian linkages between uses. Off-street bike paths offer important bicycle commuting opportunities, but on their own are not sufficient to fully support bicycle commuting because of limited connections to destinations. Off-street bike paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, roller blades and other non-motorized forms of travel. Equestrians are, however, prohibited from using bike paths in Roseville. Off-street bike paths in Roseville are also located and designed to provide service vehicle access to utility corridors (typically sewer lines) and emergency vehicle access to open space, including police and fire vehicles.



On-Street Bike Lanes (Class II Bikeways)

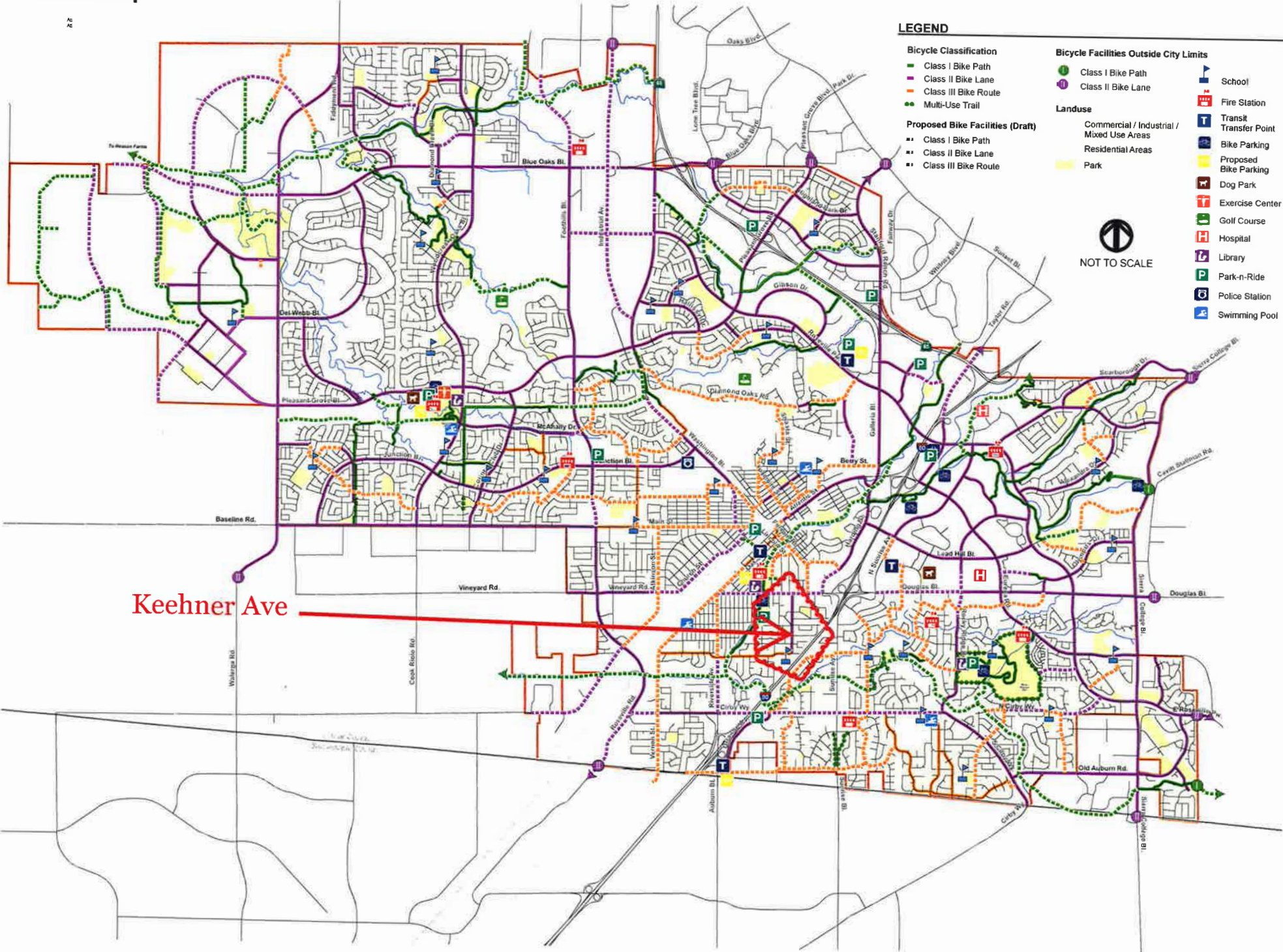
Bike lanes are areas within paved streets that are identified by striping and signs for preferential (semi-exclusive) bicycle use. Vehicle cross flow is generally permitted at intersections and driveways. Bike lanes provide a significant benefit to safe and efficient bicycle circulation. Conflicts between bikes and autos are reduced when on-street bike lanes are installed. Having separate identifiable areas on the street for bikes and autos places the travelers in more predictable locations. In Roseville, bike lanes are generally provided on most collector and arterial roadways.



On-Street Bike Routes (Class III Bikeways)

Class III Bikeways are on-street routes intended to provide continuity to the bikeway system. Bike routes are usually established along through routes not served by Class I or II bike routes, or as an alternative to bicycling on busy streets. Bike routes are designated by signs or permanent markings and are shared by motorists. In Roseville, there are a limited number of mostly residential streets that have been signed as bike routes.





Existing and Proposed Facilities

Recommended Bicycle Network

City of Roseville Bicycle Master Plan

Title: Alternative Transportation Division Update

Meeting Date: 5/16/2017
Item #: 7.1.

ATTACHMENTS:

Description

Update Report

Item 8a. Alternative Transportation Division Update

Staff Mike Dour, Alternative Transportation Manager

Recommendation

This item is provided to update the Transportation Commission on the activities of the Alternative Transportation Division and other transportation related items of the region, no action is needed.

Dry Creek Greenway Trail Projects

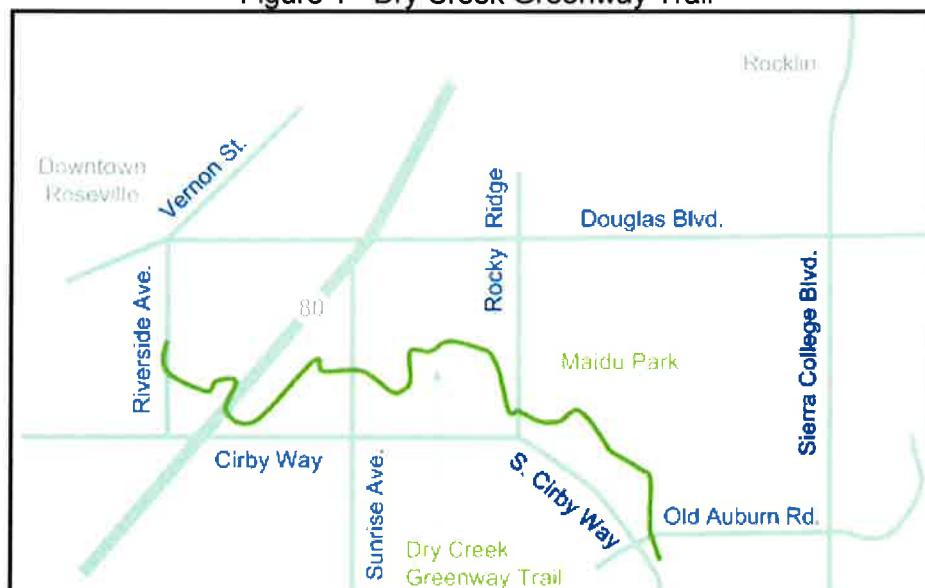
City staff is currently working on two trail projects that are part of the greater Dry Creek Greenway trail system. This trail system is proposed as a paved, multi-use (Class I) trail system through Placer County with regional connections to the American River Parkway and Sacramento Northern trails. These projects are identified in regional and local plans including:

- Sacramento Area Council of Governments Regional Bicycle, Pedestrian and Trails Master Plan
- Placer County Transportation Planning Agency (PCTPA) Regional Transportation Plan
- Roseville Bicycle Master Plan.
- Placer County Dry Creek Greenway Vision Plan

The two projects are described below in more detail.

The **Dry Creek Greenway Trail Project** is a proposed Class I multi-use trail along Dry, Cirby and Linda Creeks that would begin near Darling Way/Riverside Ave and continue east to the City limits past the Old Auburn Road/South Cirby Way intersection, a distance of about 4.25 miles, as shown in Figure 1.

Figure 1 - Dry Creek Greenway Trail



The City completed a feasibility analysis for the trail in 2013, and we are now in the preliminary engineering and environmental review phase of work. We anticipate that a Draft Environmental Impact Report (EIR) will be released for public review this summer. The public review process will include a public meeting before the Transportation Commission prior to City Council review of a Final EIR.

The **Dry Creek Greenway West Trail Project** is proposed in the Bicycle Master Plan as a Class 1 multi-use bike trail along Dry Creek between Riverside Avenue in the City of Roseville and Cook-Riolo Road in Placer County as shown in Figure 2. The project would provide important local connections to existing Class I paths at Saugstad Park and Cook-Riolo Road. The trail would also connect to the proposed Dry Creek Greenway Trail discussed above. The 3-mile segment that is part of this grant application would travel through the Theiles Manor neighborhood, Union Pacific Rail yard, adjacent to the City Corp Yard, and in portions of unincorporated Placer County.

Figure 2 – Dry Creek Greenway West Trail



In collaboration with PCTPA and Placer County, the City will soon begin a grant-funded planning and feasibility study for this trail. The Sustainable Communities Transportation Planning Grant program, which funds this project, is intended to identify and address mobility deficiencies in the multimodal transportation system, encourage collaboration with project partners, and promote public engagement that lead to sustainable transportation system improvements.

Legislative Update

Senate Bill 1, the Road Repair and Accountability Act of 2017, was recently approved by the legislature and signed into law by Governor Brown. This transportation funding package will provide \$52.4 billion in additional transportation funding over the next ten years, and includes important reform and accountability measures to make sure the funds are spent the way they are intended. Attached for the Transportation Commission's information is updated information about SB1 implementation.

Work Zone Safety Campaign

Public Works teamed up with the Electric, Parks, and Environmental Utilities Departments on a public safety campaign for safe driving in and around work zones. Because so many employees and contractors are working in the public right-of-way, it's important to encourage motorists to drive with care. The ads are displayed on social media, printed materials, and outdoors. They feature real City employees, along with messages emphasizing that people are working behind the cones.



City's Celebrate the Earth Festival

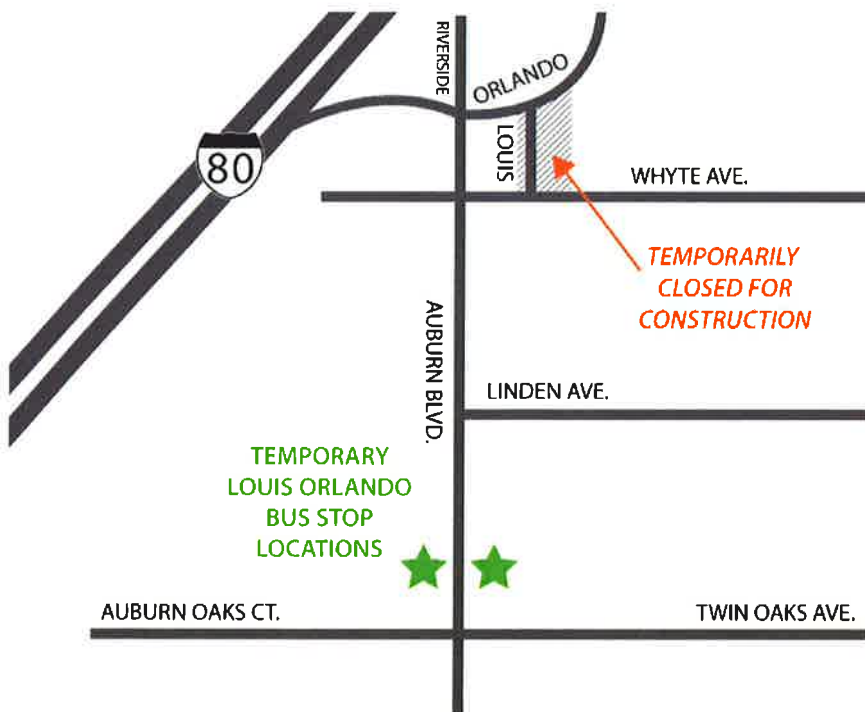
The Public Works Department hosted the Travel Green Zone at the City of Roseville's 10th annual Celebrate the Earth Festival on Saturday, April 22. Thousands of visitors came to Mahany Park to learn about various city services and other vendors. As part of the event promotion, Roseville Transit provided free Local bus service all day, throughout Roseville. This provided an ideal opportunity for the public to try transit. Free valet bike parking was available at the festival. As a way to encourage visitors to use alternative modes of transportation, attendees who rode transit or biked to the event could enter to win a Fitbit activity tracker. Participants in the Travel Green Zone enjoyed street maintenance and Roseville Transit vehicle displays, an interactive traffic signal demonstration, spoke with Transit Ambassadors, and learned about upcoming capital improvement projects, street sweeping, leaf pickup, floodplain management, and how to use alternative transportation modes. Families also liked posing for a photo with PW Paws—the national Public Works mascot (shown below), and tasted smoothies prepared on a bicycle-powered blender.





Louis Orlando Transit Center improvements underway

Improvements to the Louis Orlando Transit Center began Monday, May 8. During construction Roseville Transit, Sacramento Regional Transit and Placer County Transit buses are temporarily picking up at Auburn Boulevard before Auburn Oaks Court and Twin Oaks Avenue. Route schedules remain the same. During construction Louis Lane is closed to traffic. A comprehensive public communication campaign is underway in conjunction with the other transit agencies. For details visit www.roseville.ca.us/transit.



Travel unlimited with the \$10 Summer Youth Bus Pass

Kids can travel throughout south Placer with the Summer Youth Bus Pass. \$10 buys unlimited Local fixed-route bus rides, June 1 - August 31, on Roseville Transit, Placer County Transit, and Auburn Transit. No student ID required to purchase or use the pass. Passes are now on sale. Visit www.roseville.ca.us/transit for details.

Recent Media Coverage

[Roseville looks to tweak some speed limits](#), ABC 10, 3/3/17

[Speed limit changes pending for three Roseville streets](#), Roseville Press Tribune, 3/12/17

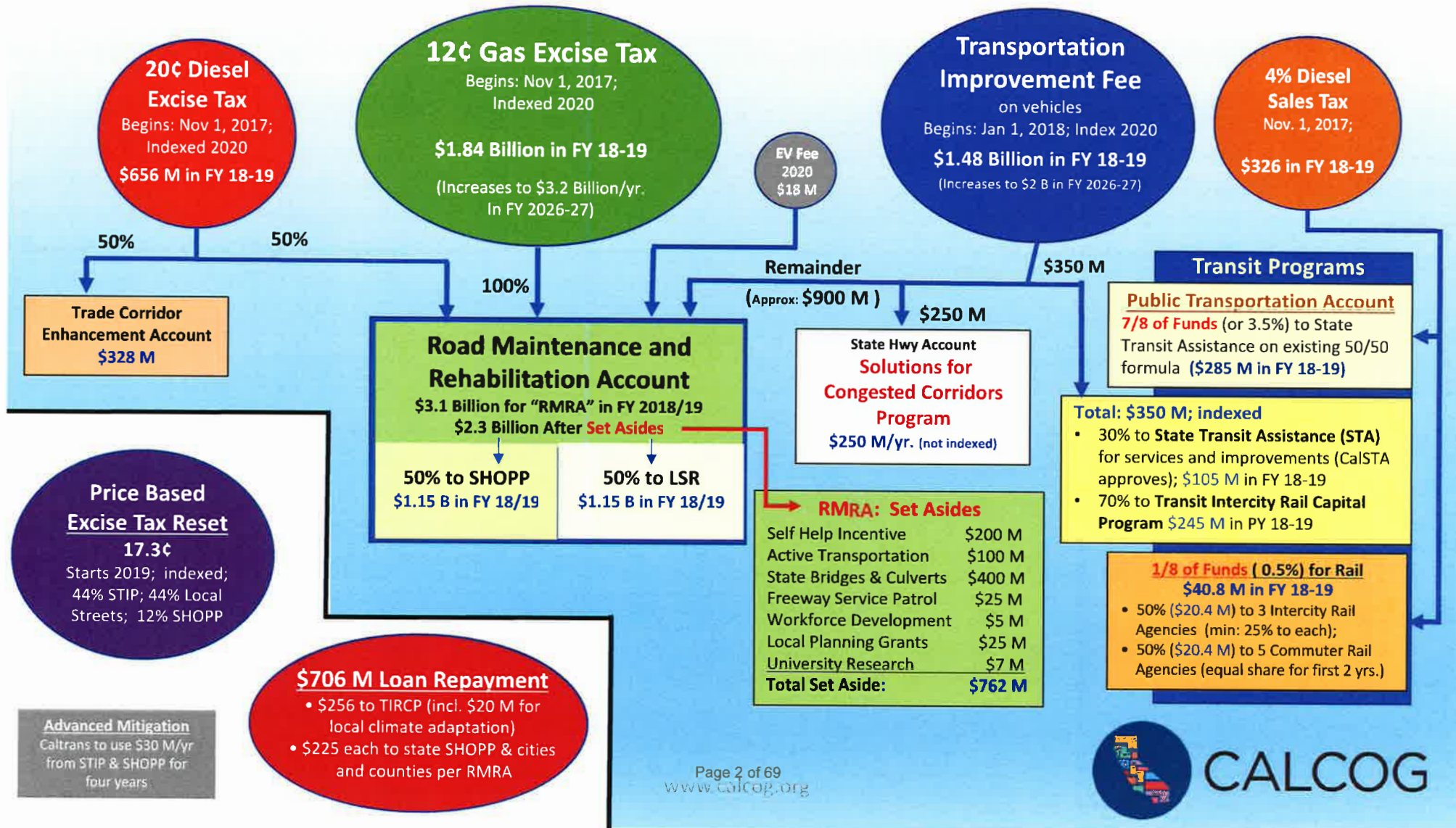
[Roseville hosts Earth Day celebration for all](#), Sacramento Bee, 4/21/17

Attachments:

1. SB1 Flowchart
2. SB1 Implementation Plan

SB 1: TRANSPORTATION ACCOUNT FLOWS

FY 18-19 is selected because it is the first full year when most of the new revenues are fully implemented. Figures are from Senate Appropriations Committee Analysis



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 17, 2017

Reference No.: 4.6
Action

From: SUSAN BRANSEN
Executive Director

Prepared By: Mitchell Weiss
Deputy Director

Subject: **IMPLEMENTATION PLAN FOR SENATE BILL 1**

ISSUE:

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding to and increased the California Transportation Commission's (Commission) role in a number of existing programs, and created new programs for the Commission to oversee as described below. Should the Commission approve staff's recommended plan to implement SB 1?

RECOMMENDATION:

Commission staff recommend that the Commission implement SB 1 consistent with the approach described in Attachment A (Implementation Plan for Senate Bill 1). The timelines are intended to be a guide. Staff will update these timelines during the guidelines development process. The development of guidelines will include workshops open to State and Federal Agencies, Tribal Governments, Regional and Local Agencies, as well as organizations representing environmental, social equity, land-use and business perspectives, and interested stakeholders. Updated timelines will be included in the program guidelines ultimately brought forward for Commission adoption.

BACKGROUND:

As stated in the Legislature's findings and declarations of SB 1, "this act presents a balance of new revenues and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system." SB 1 further states a comprehensive, reasonable transportation funding package will ensure transportation needs are addressed, fairly distribute the economic impact of increased funding, and direct increased revenue to the state's highest transportation needs.

SB 1 creates the Road Maintenance and Rehabilitation Account and the Road Maintenance and Rehabilitation Program. Programs funded by this account include the Local Partnership Program, the Active Transportation Program, the State Highway Operation and Protection Program (SHOPP), and Local Streets and Roads apportionments. SB 1 states that "it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported."

SB 1 also includes the following guidance relative to the Road Maintenance and Rehabilitation Program (SHOPP and Local Streets and Roads apportionments funded from the Road Maintenance and Rehabilitation Account):

- To the extent possible and cost effective, and where feasible, the department and cities and counties shall use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.
- To the extent possible and cost effective, and where feasible, the department and cities and counties shall use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies that may include, but are not necessarily limited to, charging or fueling opportunities for zero-emission vehicles, and provision of infrastructure-to-vehicle communications for transitional or full autonomous vehicle systems.
- To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change, the department and cities and counties shall include features in the projects funded by the program to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.
- To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, the department and cities and counties shall incorporate complete street elements into projects funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.

SB 1 also creates two new registration fees, the Transportation Improvement Fee imposed on all motor vehicles, and the Road Improvement Fee imposed on zero-emission motor vehicles. Revenues from the Road Improvement Fee will be deposited in the Road Maintenance and Rehabilitation Account. Revenues from Transportation Improvement Fee will be deposited in the Public Transportation Account to fund the Transit and Intercity Capital Program and the State Transit Assistance Program, in the State Highway Account to fund the Solutions for Congested Corridors Program, and in the Road Maintenance and Rehabilitation Account.

Recognizing the emphasis SB 1 places on accountability, staff intends to incorporate measures in the guidelines for the individual programs to promote efficiency, accountability, and performance from each dollar invested.

SB 1 does not provide resources for the Commission to implement these new programs and expanded responsibilities. Staff does not anticipate receiving funding to hire staff to implement SB 1 until the enactment of the 2017-18 budget (approximately June 30, 2017). Until funding is provided and staff can be hired, the Commission will absorb this additional workload with existing staff.

Attachments:

- Attachment A: Implementation Plan for Senate Bill 1

**CALIFORNIA TRANSPORTATION COMMISSION
IMPLEMENTATION PLAN FOR SENATE BILL 1**

OVERVIEW:

The Road Repair and Accountability Act of 2017, SB 1, provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding to and increased the Commission's role in a number of existing programs, and created new programs for the Commission to oversee as described below.

As stated in the Legislature's findings and declarations of SB 1, "this act presents a balance of new revenues and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system." SB 1 further states a comprehensive, reasonable transportation funding package will ensure transportation needs are addressed, fairly distribute the economic impact of increased funding, and direct increased revenue to the state's highest transportation needs.

SB 1 creates the Road Maintenance and Rehabilitation Account and the Road Maintenance and Rehabilitation Program. Programs funded by this account include the Local Partnership Program, the Active Transportation Program, the SHOPP, and Local Streets and Roads apportionments. SB 1 states that "it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported."

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- To the extent possible and cost effective, and where feasible, the department and cities and counties shall use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.
- To the extent possible and cost effective, and where feasible, the department and cities and counties shall use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies that may include, but are not necessarily limited to, charging or fueling opportunities for zero-emission vehicles, and provision of infrastructure-to-vehicle communications for transitional or full autonomous vehicle systems.
- To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change, the department and cities and counties shall include features in the projects funded by the program to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.
- To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, the department and cities and counties shall incorporate complete street elements into projects

funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.

SB 1 also creates two new registration fees, the Transportation Improvement Fee imposed on all motor vehicles, and the Road Improvement Fee imposed on zero-emission motor vehicles. Revenues from the Road Improvement Fee will be deposited in the Road Maintenance and Rehabilitation Account. Revenues from Transportation Improvement Fee will be deposited in the Public Transportation Account to fund the Transit and Intercity Capital Program and the State Transit Assistance Program, in the State Highway Account to fund the Solutions for Congested Corridors Program, and in the Road Maintenance and Rehabilitation Account.

Recognizing the emphasis SB 1 places on accountability, staff intends to incorporate measures in the guidelines for the individual programs to promote efficiency, accountability, and performance from each dollar invested.

The timelines below are intended to be a guide. Staff will update these timelines during the guidelines development process. The development of guidelines will include workshops open to State and Federal Agencies, Tribal Governments, Regional and Local Agencies, as well as organizations representing environmental, social equity, land-use and business perspectives, and interested stakeholders. Updated timelines will be included in the program guidelines ultimately brought forward for Commission adoption.

RECOMMENDED IMPLEMENTATION BY PROGRAM:

Active Transportation Program – SB 1 provides an increase of \$100 million annually for the Active Transportation Program. This represents an increase in the size of this on-going program by more than 80%. The Active Transportation Program funding provided in SB 1 will begin in 2017-18. Projects have been select for the current Active Transportation Program through 2020-21. Pursuant to statute, the 2019 Active Transportation Program will cover the period 2019-20 through 2022-23 and must be adopted by April 1, 2019 (Streets and Highways Code Section 2384). Therefore, the Commission will need a call for projects, a 2018 Active Transportation Program, for projects covering SB 1 funding available in 2017-18 and 2018-19. Therefore, staff recommends making this funding available to already programmed projects that can be delivered earlier than currently programmed or for projects that applied for funding in the 2017 Active Transportation Program but that were not selected for funding.

Staff recommends the following timeline for implementing the 2018 Active Transportation Program:

- Workshops to develop guidelines – June 2017
- Adoption of guidelines – June 28-29, 2017
- Applications due – August 2017
- Program adoption, statewide and small urban & rural components – October 18-19, 2017
- Program adoption, large Metropolitan Planning Organization component – December 6-7, 2017

Local Partnership Program – SB 1 creates this new \$200 million per year program. Guidelines for this program must be adopted on or before January 1, 2018. SB 1 provides relatively little guidance for this program. The bill states:

- Funding from this program is “for counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees.”
- “Eligible projects... include but are not limited to, 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 to lack of available funding for at least twenty years and a noise barrier scope summary report has been completed within the last twenty years.”
- Funds are appropriated “for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes.”

SB 1 states that “the guidelines shall be the complete and full statement of the policy, standards, and criteria that the commission intends to use to determine how these funds will be allocated.” As noted above, the bill contains relatively little guidance on the implementation of this program. In order to develop a timeline to implement this program, the Commission must answer a key policy question: should this be a competitive program, a formula program, or a combination of the two?

Proposition 1B of 2006 included the similarly named “State-Local Partnership Program.” In 2008, the Legislature enacted implementing legislation (AB 268) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code. Article 11 defined the purpose and intent of the program, the eligibility of applicants, projects, and matching funds, and provided that 95% of program funds would be distributed by formula to match voter-approved transportation taxes and fees and that the remaining 5% would be available for a competitive grant application program to match uniform developer fees. Staff would note that the Legislature, in drafting SB 1, did not make reference to the Proposition 1B State-Local Partnership Program.

In its 2013 Annual Report to the Legislature, the Commission recommended greater use of formula programs. The Commission recommended that “the Governor and the Legislature reevaluate existing formula funding programs and limit their use in favor of competitive programs that focus on funding transportation projects with the greatest overall benefits, while at the same time adequately preserving our existing transportation assets” and, specifically referencing the State-Local Partnership Program and other Proposition 1B programs that were subject to formulaic distribution, recommended that “future initiatives include more emphasis on performance-based project selection and implementation processes as opposed to formula-based programming or other non-competitive project selection processes”.

Therefore, to recognize the benefits of a competitive program while still providing incentives to counties to enact taxes and fees to fund transportation needs, staff recommends implementing the Local Partnership Program as a 75% competitive program, 25% formula program.

Staff recommends the following timeline for implementing the Local Partnership Program:

- Workshops to develop guidelines – June through September 2017
- Presentation of draft guidelines – August 16-17, 2017
- Adoption of guidelines – October 18-19, 2017

- Applications due – March 2018
- Adopt Program – June 2018

Local Streets and Roads – SB 1 provides an increase of \$1.5 billion annually, beginning in November 2017. Prior to SB 1, the Commission had no role in the Local Streets and Roads apportionment program. SB 1 creates new responsibilities for the Commission relative to this funding, including development of guidelines, review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects.

Staff recommends the following timeline for development of guidelines for the Local Streets and Roads Program:

- Workshops to develop guidelines – June and July 2017
- Presentation of draft guidelines – August 16-17, 2017
- Adoption of guidelines – October 18-19, 2017

Solutions for Congested Corridors Program – SB 1 creates this new \$250 million per year program beginning 2017-18. Commission responsibilities include developing guidelines, holding public hearings, reviewing corridor plans, scoring project nominations, programming projects, allocating funds to projects, monitoring program delivery, and reporting to the Legislature.

Staff recommends the following timeline for implementing the Solutions for Congested Corridors Program:

- Workshops to develop guidelines – June through October 2017
- Presentation of draft guidelines – October 18-19, 2017
- Adoption of guidelines – December 6-7, 2017
- Applications due – May 2018
- Program adoption – August 2018

State Highway Operation and Protection Program (SHOPP) – SB 1 provides an increase of approximately \$1.9 billion annually, beginning in November 2017, along with a significant expansion of the Commission's oversight responsibilities. SB 1 requires additional Commission oversight of the development and management of the SHOPP, including allocating support staff, project review and approval, and convening public hearings prior to adopting the SHOPP. The Commission is also responsible for monitoring Caltrans' performance and progress toward accomplishing the specific goals set out in SB 1 and other targets or performance measures adopted by the Commission. Key requirements applicable to the Commission's implementation of SB 1 SHOPP related requirements include the following:

- Receive annual reports from Caltrans relative to the expenditures made with Road Maintenance and Rehabilitation Account including the progress made and achievement of the 2027 performance goals specified in SB 1.
- Evaluate annually Caltrans' effectiveness in reducing deferred maintenance and improving road conditions as demonstrated by progress made in achieving the 2027 performance goals.
- Include any findings in its annual report to the Legislature.
- May make recommendations for improvement and withhold future project allocations if the Commission determines that funds were not appropriately spent.

- Receive annual reports from Caltrans on savings from the implementation of efficiency measures to invest in maintenance and rehabilitation of the state highway system.
- Review the proposed SHOPP relative to its overall adequacy, consistency with the asset management plan, level of annual funding to implement the SHOPP, and impact of SHOPP expenditures on the STIP.
- Hold hearings in the North and South prior to adopting the SHOPP.
- Allocate Caltrans' capital outlay support resources by project phase to provide public transparency for Caltrans budget estimates.
- Develop SHOPP guidelines in consultation with Caltrans.
- Establish a threshold for requiring supplemental project allocations to ensure efficiency but not to unnecessarily delay projects.
- Adopt targets for the Asset Management Plan including targets to measure the degree to which progress was made towards achieving the overall 2027 targets.

Staff recommends the following timeline for development of interim SHOPP guidelines:

- Presentation of Draft Interim Guidelines – May 17, 2017
- Adoption of Interim Guidelines – June 28-29, 2017

State Transportation Improvement Program (STIP) – SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding will be included in the 2018 STIP Fund Estimate and incorporated in the 2018 STIP.

Staff recommends the following timeline for the 2018 STIP:

- Approval of fund estimate assumptions – May 17, 2017
- Presentation of draft guidelines and draft fund estimate – June 28, 2017
- Adoption of guidelines and fund estimate – August 16-17, 2017
- Submittal of Regional Transportation Improvement Programs and the final Interregional Transportation Improvement Programs due – December 15, 2017
- STIP Hearings – January-February 2018
- Program adoption – March 2018

Trade Corridor Enhancement Account – SB 1 creates this new \$300 million per year account to fund corridor based freight projects nominated by local agencies and the state. Staff anticipates receiving additional guidance on the implementation requirements for this program in the budget bill or in a budget trailer bill. One option for the Legislature would be to incorporate the initial years of this funding into the California Freight Investment Program. This could be done using the California Freight Investment Program guidelines (scheduled to be adopted under a separate agenda item at the May 2017 Commission meeting) by increasing the programming targets. The timeline for the California Freight Investment Program is:

- Applications due – July 31, 2017
- Program adoption – October 18-19, 2017

Traffic Congestion Relief Program (TCRP) - SB 1 states “as of June 30, 2017, projects in section 14556.4 for the Traffic Congestion Relief Program shall be deemed complete and final, and funding levels shall be based on actual amounts requested by the designated lead applicant pursuant to section 14556.12.” Between 2001 and 2006, numerous statutes were enacted to borrow or delay the revenue that funded this program. SB 1 directs the repayments due of all outstanding

loans that were made from the Traffic Congestion Relief Program Fund to the General Fund and directs the repayments that would have funded TCRP projects to other programs. Therefore, the only funding available to fund TCRP projects is approximately \$90 million of savings attributable to specific projects. Staff's proposed plan to close-out the TCRP is included under a separate agenda item.