SURFACE TRANSPORTATION AND REAUTHORIZATION WORKING GROUP – MEETING NOTES
December 11, 2015
Start Time: 2:04 pm
End Time: 3:03 pm

IN-PERSON ATTENDEES	REMOTE ATTENDEES
Giles Giovinazzi *Caltrans Federal Liaison*	Sarkes Khacheck *Santa Barbara County Association of Governments*/California's RTPAs
Dee Lam *Caltrans Research, Innovation & System Information*	Kiana Buss *California State Association of Counties*
Melissa White *California Association of Councils of Governments*	Michael Pimentel *California Transit Association*
Ross McKeown *Metropolitan Transportation Commission*	Jennifer Whiting *League of California Cities*
William Ridder *LA Metro*	Russ Burns *California Alliance for Jobs*
Thomas Schriber *Caltrans Traffic Operations*	Bob Brown *AAA*
Bruce De Terra *Caltrans Programming*	Melissa Garza (Sub) *Fresno Council of Governments/* California's RTPAs
Joanne McDermott *Caltrans Planning*	Jolena Voorhis *Urban Counties Caucus*
Steven Keck *Caltrans Budgets*	Eric Thronson *California Transportation Commission*
Mike Duman *Federal Highway Administration*	Randall Echevarria *Rural Counties Representatives of California*
Melanie Perron *Caltrans Legislative Affairs*	Chanell Fletcher *Safe Routes to School National Partnership*
	Tom Holsman *Associated General Contractors*

ACTION ITEMS:

Giles Giovinazzi to send an e-mail to the working group requesting the items below.
Responses are due to Giles by Friday, 12/18/2015:

- A list of questions/comments for Caltrans to consider while analyzing the FAST Act; and developing white papers/fact sheets
- Suggestions on structuring technical subgroups.

MEETING NOTES:

Welcome and Introductions

Informational item:

- Map-21 Safety Performance Management – summary and status

Discussion item:

- Fixing America's Surface Transportation Act – discuss what Caltrans is doing now and what is the process for moving forward with implementation

Map-21 Safety Performance Management (Thomas Schriber)

There are two rulemakings under safety:

1. *Highway Safety Improvement Program* – requires a Model Inventory of Roadway Elements (MIRE) fundamental data elements connected to a Linear Referencing System (LRS) for all public roads.
    a. There may be potential differences between the proposed versus final rule.
    b. Caltrans must adopt a plan to collect fundamental data elements for all public roads and implement by a certain date; and acquire information by another date.
    c. Need to determine what information to gather and how to maintain the system when there are new roads, changes, vehicle counts, traffic volumes, etc.
    d. Caltrans and FHWA entered into a transportation pooled fund study that addresses LRS (latitude and longitude, attributes, where roadway connects, etc.), how to implement statewide, and the cost to implement.
        i. There are three platforms used by other states (status quo, statewide single system (used by smaller states), or something in between).
2. *Safety Performance Measurement* – requires Caltrans and Metropolitan Planning Organizations (MPOs) to work together to develop targets to achieve reduction in traffic fatalities and serious injuries on all public roads.
    a. Safety-related measures are: serious injuries per million vehicle miles traveled, fatalities per million vehicle miles traveled, number of serious injuries on all public roads, number of fatalities on all public roads.
    b. Safety data source for California comes from California Highway Patrol's Statewide Integrated Traffic Record System (SWITRS)
    c. Setting performance target coordination – could be a coordinated effort between Caltrans and MPOs or MPOs adopt their own targets.
        i. Caltrans management and staff to agree on objectives and direction
        ii. Caltrans and Office of Traffic Safety (OTS) engage in a series of conversation with MPOs and RTPAs at CALCOG bi-monthly conference
        iii. Continue outreach for target setting and implementation at CALCOG, CTC, Native American Advisory Committee, Rural Counties Task Force, Self Help Counties Coalition, California Statewide Modeling Advisory Committee

Questions and Answers:

Q: What are the reporting requirements and timeline?

A: Caltrans to begin reporting target information in the Highway Safety Improvement Plan (HSIP) annual report due August 31 to FHWA. Caltrans to match OTS targets reported annually to NHTSA. MPOs to either agree or establish its own targets no later than 180 days after Caltrans HSIP annual report.

Next Steps:

- Thomas to provide follow-up briefing and status when final rule rolls out.
- Working group to contact the team leaders and Giles for any questions about Map-21 Performance Management.

Fixing America's Surface Transportation (FAST) Act

Stakeholder Group:
Caltrans put together a small group of stakeholders and received feedback that more people would like to be involved. Caltrans decided to keep the same representative group, but have an open meeting policy where others can attend. Meeting notes will be posted online.

Federal Highway Administration (FHWA):

- Most of the bill is in FHWA's court like rulemakings, discretionary program, etc.
- The challenge is the retroactive implementation date of October 1, 2015.
- Although apportionments need to be reconciled, funding is still available.
- Regarding roll out, it is either (1) self-evident, (2) need to set policy for national consistency, or (3) may require complete regulatory process.
- Look to follow past practices: series of webinars on subject matter, advanced notice to all, resources websites, develop website for questions and answers, archive questions, etc.

Q: What has to happen before new programs can come online?
A: Provide information to Steven Keck, Caltrans Budgets. Requires policy direction from Feds. Caltrans does not anticipate budgetary problems at this time. Anticipate apportionment notice long before policy direction from the U.S. Department of Transportation/FHWA.

Q: What is CTC's role in allocating local assistance program funds? What changes are there on how federal funds flow to local projects? There is a need to understand how Caltrans works with Locals.
A: Caltrans does not anticipate funding issues at this time. State is still committed.

White Paper/Fact Sheets - Caltrans' Analysis of FAST Act:
Caltrans subject matter experts in the relative functional areas to analyze the FAST Act and document their analysis on white paper/fact sheet by mid-January 2016 in preparation for policy decision making.
Include Questions from Working Group in Caltrans' Analysis:
Working group to e-mail questions/comments to Giles Giovinazzi by Friday, 12/18/2015.

- California State Association of Counties: Currently reviewing FAST Act and will provide questions before the holiday.
- Safe Routes to School National Partnership: Comments submitted soon and would like to join one of the technical working groups.

Transportation Corridor Improvement Program (TCIF) and Transportation Concurrency Improvement Area (TCIA):

- TCIF under Prop 1B is a narrow program that funded construction 50% and no planning activities
- TCIA could replace TCIF – we need to be flexible to the changes and work through baseline
- Allocation to California could be dumped into TCIF?

Establish Parallel or Technical Working Group(s):
Consider establishing parallel working group(s) that include Caltrans, interest groups, locals, other stakeholders to speed up progress as funds flow through state, programs, and locals. This was an effective framework in the past where all parties can provide input, tackle challenges, developed white papers, etc.

Surface Transportation Program (STP):
FHWA does not anticipate eligibility issues at this time. Many programs could be collapsed or require small changes. Anticipate billing code, formulas to come out soon. FHWA propose to wait for further guidance; follow existing process for now.

Active Transportation Plan (ATP):
Encourage to move forward with ATP until there are changes.

Legislative Special Session:
View the special session as an opportunity, but it can also pose a wrinkle. Statutory changes achieved mid-February at the earliest.

Working with FHWA to Develop Regulations:
Would like the opportunity to review draft regulations before release to ensure California needs are addressed.

Closing:
Suggest to reconvene at the end of January 2016 after Caltrans completes white papers.