

## Summary of Comments to STIP and Local Workload Proposal

### **PID Workload and Funding Alignment**

- PID priority and workload is not dependant on STIP funding capacity or RTP financial constraints.
- Suggests the workload be developed dependant on need urgency, safety, and impacts, not directly tied to financial capacity. – SJCOG
- Too strong of an alignment to PID priorities and a programming strategy for construction. Common strategy is to develop Shelf projects which target getting projects to PAED phases. – SJCOG
- Over emphasis on programming as a measure of success. – SJCOG
- Proposal works for long term consistent funding. –Alpine County
- Proposal should include other funding sources such as RSTP, CMAQ, and new funding sources such as Cap and Trade. – District 3
- There is reluctance from local agencies to commit to dedicating a percentage of funding to SHS projects so Districts cannot guarantee all projects in RTP will be programmed and cannot rely solely on RTP to develop work plans. – District 3
- Defining financial constraint may impact Caltrans ability to develop and review PIDS in a timely manner. – District 3
- How do we know the financial constraint prior to the release of a fund estimate? – District
- Only allowing highway projects to proceed with pre-programming studies (PID) that are wholly financially constrained in the RTP does not recognize the fact that new funding opportunities that were not anticipated in an RTP regularly materialize. – Santa Cruz County Regional Transportation Commission

### **Workload**

- Need more information on how reimbursement PIDS are prioritized and impact workload. –SJCOG
- Please elaborate how CTs will determine which PIDs are funded through state resources versus reimbursement. – Santa Cruz County Regional Transportation Commission
- Does not take into account streamlined PIDs. – S JCOG
- Need to focus on zero-base budgeting process for projects that actually require a PID as opposed to improvements that can be accomplished through PEER process. –Amador County
- Incorporate Department’s existing guidance on the PEER process with PID workload development process so that these projects do not inadvertently create additional workload and budget burdens. –Amador County
- Need to determine when PIDs are appropriate. –Amador County
- Process discourages having a shelf ready project. – Alpine County
- Need a provision for processing “Emergency PID documents” so that immediately available funds could be used quicker than the normal PID process. –Alpine County
- Look at what can be funded for just PA/ED over a four- year time frame. – Santa Cruz County Regional Transportation Commission

### **Other Comments:**

- Replace “shelf” with “inventory” – District 3
- Coordination between MPO/RTPAs and local agencies already occurs- suggest removing “Step 1” – District 3