

CALIFORNIA RURAL COUNTIES TASK FORCE

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(209) 533-5601*

AGENDA

May 19, 2000

Department of Transportation Building
1120 N Street, Room 1420
Sacramento, California

- | | | |
|------------|--|--------------------------|
| 12:30 p.m. | Approval of Agenda
(Any members who have brought questions or issues not otherwise shown on the agenda should bring them up during this part of the meeting to be sure time is made to discuss them.) | |
| 12:45 p.m. | Approval of Minutes from March 17, 2000 | |
| 12:45 p.m. | Legislation | C. Oldham |
| 1:00 p.m. | Governor's Initiative/2000 STIP Update | C. Oldham
P. Hathaway |
| 1:30 p.m. | Local Road Rehab Funding | C. McAdam |
| 2:00 p.m. | Rural Planning Assistance Funding Increase | D. Landon |
| 2:15 p.m. | CTC Appointment, Rural County Representative | S. Morrison |
| 2:30 p.m. | Other Committee Reports | |
| 2:45 p.m. | Transportation Development Act Unmet Needs Process | J. Moreno
C. Field |
| 4:00 p.m. | Adjournment | |

California Rural Counties Task Force

March 17, 2000 Meeting Minutes

Attendance: See attached sign-in sheet.

1. **Approval of Agenda and Announcements:** Round the table introductions were made.

Pam Couch (Modoc County) and Scott Burns (Mono County) raised concerns regarding cost allocations in the Overall Work Program being distributed among several different projects. A conference call will be scheduled between Pam, Scott and Scott White (Trinity County) to address the issues of accounting for the O.W.P. funds.

Charles Field (Amador County) asked if anyone had any other comments or issues for discussion.

Walt Allen (San Benito County) asked if there was any interest in discussing the process of determining TDA Unmet Transit Needs issues. Definitions will be forwarded to the R.C.T.F. to agendize this issue at a future meeting. Dick Richards (Caltrans) expressed concerns about the accessibility of TDA Legislation information on the Internet.

Rick Gumz (CTC Staff Member) questioned if everyone was receiving the correct agenda information via e-mail, and reminded everyone to obtain a Caltrans building badge for attendance to the R.C.T.F. meetings. **He announced that the Governor's Initiative / 2000 STIP Update agenda item will be pulled from the CTC agenda, therefore there will be nothing to report today.**

Bob Buckley (Caltrans) announced Local Programs Assistance staffing is receiving increased training in Right-of-Way and Environmental support. Currently there are 360 employees on board in Local Assistance, which is a 70% employee increase as compared to about a month ago. A 2% increase in staff growth is still needed. New employees are participating in training programs to be able to handle the 29 different funding sources dealt with by Local Assistance. Mr. Buckley discussed the Local Communications Committee founded by the Governor and informed the group of whom the City, County, R.C.T.F. and R.T.P.A. representatives are for that committee. He advised the group that District Directors are committed to following up on all CEAC / Caltrans meetings, and that they realize their attendance is very important. He discussed Deanne Baker's (CSAC) concerns that Rural Counties, RTPA's, and Cities do not receive Caltrans materials necessary for distribution in a timely manner.

Charles Field, Chairman, addressed the group that RTPA's are encouraged to additionally circulate mass distributions.

Discussion of distribution ensued.

Bob Buckley (Caltrans) concluded that mass and District level distributions are also encouraged and that all the information is posted on the Local Programs Internet site. Communications are a key role in making sure the information is disseminated properly. He stated that the Local Programs website has a "Local Angle" subscription available that is updated weekly.

2. Approval of Minutes:

It was moved to approve the January 21, 2000 meeting minutes and the minutes from the two workshops held, with noted amendments by Marsha Mason on the TEA portion. Amendments of the minutes were distributed. The motion was seconded and the minutes were approved.

3. CTC Appointment (Rural County Representative) :

Vice Chair Susan Morrison (Del Norte County) announced that there were two candidates to fill the Rural County Representative vacancy. Judith D'Amico (El Dorado County) was introduced to the group and given a brief introduction. Ms. D'Amico is being endorsed by State Senator Tim Leslie, Assembly-man Mike Machado, Phil Angelides, the Regional Council of Rural Counties (RCRC), the Carpenter's Union, the Machinist Union and several other unions.

Judith D'Amico addressed the group on critical components that make up the Transportation system and development growth issues. She is the Vice President of communications for Wetsel – Oviat Lumber Company which currently owns 17,600 acres of timberland in El Dorado, Amador, Placer and Butte Counties. Judith expressed concerns regarding heavy lumber truck traffic on rural county roads and State highways. She stated that 95% of the company's employees live in rural areas, and that the populations in those areas are dependent on rural roads in good condition. She further addressed the group that she understands how rural areas can be effected by urban areas and that she feels they are inter linked to one another. It would be a challenge as well as an opportunity to create a seamless transition from urban to rural areas. She concluded that she would be willing to advocate for Rural Counties on Transportation issues.

Celia McAdam (Placer County) spoke on behalf of the second candidate Cindy Gustafson (Placer County), as she was not able to attend today's meeting. Ms. Gustafson has been on the Board of Directors of the Truckee North Tahoe Transportation Management Association, and is currently the Director of Project Development for the Tahoe City Public Utilities District. She was asked to participate in the transportation panel with Vice President Gore when the Presidential Summit was held in the Tahoe area. She is familiar with current legislation and alternative transportation issues for rural counties. Cindy is being endorsed by the Placer County RTPA. Copies of Cindy's resume and application to the governor were distributed.

Celia McAdam explained to the group that there are two appointments to the CTC available. Dana Reed's appointment will expire and Ed Sylvester's appointment has expired.

Tim James (Senator Leslie's Office) introduced himself to the group and spoke in support of Judith D'Amico and recognized her achievements and long list of endorsements.

Barbara O'Keeffe (Tehama County) discussed the commission's letter sent to the Governor regarding CTC rural vacancies. She suggested to the group that it was important that Local Transportation Commissions support two very strong candidates knowledgeable of rural needs.

Chairman Field suggested an additional submittal of letters to the Governor's office in support of candidates for the CTC rural representation vacancies.

6. Needs and Issues Assignments:

(Chairman Field moved to address item #6 on the agenda while waiting for CTC staff to arrive.)

Charles Field discussed Susan Morrison's exemplary job on the issue of rural county representation. He asked the group if anyone was willing to head the effort of securing ongoing direct funds to Cities and Counties for Local Road Rehabilitation projects.

Celia McAdam (Placer County) responded that while she is aware of the numerous proposals submitted for Local Road Rehabilitation projects, she suspects that maintenance rehabilitation is not as high of a priority for Placer County as it is for other counties. She asked what the group was looking for in specifics.

Susan Morrison replied that following up on legislation bills is the majority of the work.

Celia McAdam agreed to continue to take an active role in monitoring Rehabilitation legislation as well as rural legislation.

Charles Field specified that a report at every meeting on local road rehabilitation legislation would be required. He stated that taking an active effort on issues, like making calls and contacting key people involved would be the way to meet our needs, instead of just reading over the legislation.

Chairman Field asked the group if there were any further questions or comments about the RCTF Needs and Objectives assignments for each committee member.

Celia McAdam stated that the RTP Guidelines were completed. Chairman Field stated that the RTP Guidelines Update assignment should be omitted from the list. He further stated that he had information from the RTP update workshop that would be useful for completing updates prior to the December 2001 STIP cycle.

Concerns regarding the City, County, Caltrans, and FHWA Coordinating Group dealing with cost allocation issues to government entities and how federal monetary issues work was discussed. Chairman Field gave a brief background of the Coordinating Group.

Spencer Clifton agreed to represent the RCTF on issues within the City, County, Caltrans and FHWA Coordinating Group.

Chairman Field suggested contacting Debra Whitmore (Stanislaus County) and Tom Hunter (Plumas County) for assistance on rural issues being covered by the coordinating group.

Susan Morrison (Del Norte County) requested that the group review the Local Assistance Program Exchange (HBRR, HES) assignment. It was suggested that these programs could be administered similar to the RSTP exchange program.

Matt Boyer (El Dorado County) replied that trying to get California delegation and Congress together to reform some issues for the next Federal Act is more feasible than the exchange problem. He stated that his goal would be to reduce requirements for federal aided funding especially for smaller counties. **Matt Boyer agreed to represent the RCTF on Federal Aid Streamlining.**

Walt Allen (San Benito County) briefed the group that the purpose of the Local Assistance "Enhanced Training Committee" was to have a set of staff from Local Assistance to assist with various projects and to improve communication with rural agencies.

Susan Morrison suggested talking to Debbie Mah to see if Local Assistance is willing to having a few counties serve as sites for rural communications.

Walt Allen (San Benito County) agreed to talk to Debbie to further research Local Assistance "Enhanced Training Committee" options and report back to the group at the next meeting.

Charles Field announced that correspondence between Debbie Whitmore (Stanislaus County) and Debbie Mah clarifies that the name of the Local Assistance Training Committee has been changed to the "Local Assistance Outreach Training Committee." Chairman Field distributed correspondence letter addressed to Amador County in regards to surveys performed by this committee to Walt Allen.

Susan Morrison addressed the issue of RTP/RTIP Rural County Performance Measures. She suggested recruiting Dan London (Nevada County) to develop some sort of performance measures, for inclusion in the RTP.

Dan London (Nevada County) agreed to develop and share previous sample performance measure documents for the RCTF.

4. Legislation:

Chuck Oldman, CTC Staff, advised the RCTF that there were currently about 70 new Transportation bills and 20 funding bills that would transfer money from the General Fund. Chuck said that consensus on any new bills is nonexistent and that there is no clear, organized direction on Transportation issues. He suggested that there needs to be a consensus on bill positions.

Rural Counties were urged to contact their State legislators in support of the Rural Counties Planning Assistance Fund Increase to stress the importance of a 2 million dollar increase that would double current Transportation planning funding.

Discussion ensued about attending Senate and Assembly Transportation meetings to support RPA funding.

Charles Field reported that Caltrans provides RPA funds out of their budget, so an increase in RPA funds is an increase in the Caltrans budget. He concluded that the Department of Finance is reviewing the proposal.

The RCTF discussion reverted back to Item 6 – Committee Review Assignments:

Charles Field (Amador County) stated that regarding the OWP Planning allocations, Local Assistance is finding a way for rural counties to be reimbursed for PPM funds spent since July 1, 1999. He summarized that RPA funds cannot be reimbursed if they are spent before the OWP is approved. It is important to make sure that your OWP agreements are executed through the district offices before the start of that fiscal year.

The group discussed OWP process clarifications. It was stated that each RTPA should submit their OWP, OWP Agreements and Board Resolutions by July 1.

Susan Morrison raised concerns regarding the one-year time limitation on RPA funds, and "use it or lose it" policies. Charles Field suggested completing RFP processes early to ensure that funds could be spent adequately in a year. It was stated that discretionary allocations provide the ability to be flexible with the funds. Charles questioned whether funds can be transferred to other agencies or other counties.

Susan Morrison agreed to look into the feasibility of moving RPA funds within agencies or counties. Caltrans representatives commented that if any agreements were reached regarding transfer funds, it would probably take place between counties and not so much Caltrans. Group discussion ensued. Chairman Field suggested that the RCTF address these issues in December 2000 during the OWP annual review process. Rural counties with RPA funds that are not going to be used can pass the funds to rural counties without enough RPA to finish planning projects by June.

Chairman Field asked if there were any more questions related to the OWP process.

Group discussion ensued regarding performance measures.

Susan Morrison announced that a Regional Planning and Programming workshop would be held on April 5, 2000.

Chairman Field suggested that each District send a representative to the RCTF meetings and discussed improving the meeting minutes and circulation of minutes. The meeting was then adjourned.

Rural Counties Task Force Meeting

Friday, March 17, 2000 – 12:30 p.m.

Caltrans Headquarters
1120 N Street, Room 0501
Sacramento, CA

NAME

Darin Grossi
Bob Buckley
Kevin Rosser
Barbara O'Keeffe
Celia McAdam
George Dondero
Spencer Clifton
Alyssa Kelly
Dick Richards
John Shoun (for Scott Maas)
Pam Couch
Richard S. Dickson
Liz Gillingwater
Peggy White
Scott White
Susan Morrison
Judith D'Amico
Dan Landon
Rick Gumz
Walt Allen
Tim James
Katherine Eastham
Scott Burns
Matt Boyer

AGENCY

TCCAPC
CT
Tehama
Tehama
PCTPA
Calaveras COG
Humboldt Co.
Caltrans New Tech & Res
Caltrans District 2
Lassen County
Modoc Co. LTC
Colusa County
MCTC
Glenn Co.
Trinity Co.
Del Norte LTC
CTC Candidate
Nev. Co. Trans. Comm.
CTC
San Benito COG
Sen. Leslie's Office
Caltrans District 10
Mono LTC
El Dorado County Transportation Commission

Memorandum

To: Chairman and Commissioners

Date: April 28, 2000

From: Robert I. Remen

File No: F 9
BOOK ITEM 4.1
ACTION

Ref: STATE LEGISLATION

The status of 21 bills dealing with transportation funding is summarized below. This summary will keep the Commission aware of all funding proposals when providing advice and recommendations to the Legislature and the Governor. June 5, 2000 is the last day for bills to be passed out of the house of origin.

Status of Transportation Funding Bills

AB 1303 (Florez) - Highways: Local Projects: Funding

SUMMARY: Would by January 1, 2005, phase in a redirection of revenues from 2.25 cents of the state fuel taxes from the State Highway Account to local subventions, and would appropriate \$300 million from the State Highway Account to cities (50%) and counties (50%) for reconstruction and storm damage repair of local streets.

STATUS: Passed ASSEMBLY (05/17/1999)
In SENATE TRANSPORTATION COMMITTEE.

AB 1706 (Strickland) - Sales and Use Taxes: Exemptions: Fuel Taxes

SUMMARY: Provides, for purposes of the Sales and Use Tax Law that the terms sales price and gross receipts do not include the amount of any state and federal fuel taxes, and would provide intent language in connection thereto, as specified.

STATUS: Passed ASSEMBLY REVENUE AND TAXATION COMMITTEE (4/03/2000)
Failed passage in ASSEMBLY APPROPRIATIONS COMMITTEE (04/12/2000).

AB 1776 (McClintock) - Highways: Transportation Gridlock Emergencies

SUMMARY: Includes a transportation gridlock emergency, which the bill would define, within the definition of "state of emergency" which the Governor is authorized to proclaim.

STATUS: Failed passage in ASSEMBLY TRANSPORTATION COMMITTEE (04/10/2000)

AB 2026 (Maddox) - Transportation: Caltrans: Rental/Sale/Leasing

SUMMARY: Requires that any funds received by the Department of Transportation for the rental, lease, or sale of real property be deposited in the State Highway Account in the State Transportation Fund and be made available, upon appropriation, for interregional transportation capital improvement projects.

STATUS: Passed ASSEMBLY TRANSPORTATION COMMITTEE (04/03/2000)
In ASSEMBLY APPROPRIATIONS COMMITTEE

AB 2052 (Aroner) - Transportation: Public Transit: CalWORKS Recipient

SUMMARY: Creates the Welfare-To-Work Account in the State Transportation Fund and provides that money in the account is continuously appropriated to Caltrans for allocation to regional transportation entities for the purpose of developing transportation projects and services to assist persons who are receiving aid under the CalWORKs program. Would appropriate \$20 million from the General Fund to the Account.

STATUS: Passed ASSEMBLY TRANSPORTATION COMMITTEE (04/10/2000)
Passed HUMAN SERVICES COMMITTEE (04/25/2000)
In ASSEMBLY APPROPRIATIONS COMMITTEE.

AB 2061 (Lowenthal) - Diesel Fuel Tax Exemption

SUMMARY: Relates to the Diesel Fuel Tax Law. Provides for the taxation of experimental fuel, as defined, pursuant to the Diesel Fuel Tax Law, at a specified rate per gallon, except that for the first 24 months experimental fuel would be exempt from the tax.

STATUS: In ASSEMBLY TRANSPORTATION COMMITTEE

AB 2066 (Lowenthal) - Vincent Thomas Toll Bridge Account

SUMMARY: Requires Transportation Commission on or before 7/1/2001, to suspend the collection of tolls on the Vincent Thomas Toll Bridge. Requires the funds in the Vincent Thomas Toll Bridge Account on that date be retained in that account until the amount of funds in the account, including interest, equals an amount that is sufficient to repay any remaining obligation to the State Highway Account incurred from transfers specified and to fund the additional transfer specified.

STATUS: Passed ASSEMBLY TRANSPORTATION COMMITTEE (03/27/2000)
In ASSEMBLY APPROPRIATIONS COMMITTEE

AB 2114 (Longville) - Motor Vehicle and Diesel Fuel Taxes

SUMMARY: Revises the state gasoline and diesel fuel taxes, on and after January 1, 2002, to be an amount calculated based on the prior year's rate adjusted by the California Consumer Price Index.

STATUS: In ASSEMBLY TRANSPORTATION COMMITTEE

AB 2148 (Nakano) - Highways: Storm Water Abatement Amount

SUMMARY: Transfers \$10 million of federal transportation funds the Storm Water Abatement Account established by the bill in the State Transportation Fund. These funds would be continuously appropriated to the Department of Transportation for the award of grants to local, state, and nonprofit entities for projects to undertake environmental restoration and pollution abatement projects. The bill would establish selection and eligibility requirements.

STATUS: Passed ASSEMBLY TRANSPORTATION COMMITTEE (04/24/2000)
In ASSEMBLY APPROPRIATIONS COMMITTEE

AB 2173 (Bates) - Transportation: Federal Funds

SUMMARY: Prohibits the California Transportation Commission from redirecting federal transportation funds if the funds are retained by the local agency for obligation to a multiyear project that is on a timeline within the term authorized under the federal authorizing legislation.

STATUS: Failed Passage in ASSEMBLY TRANSPORTATION COMMITTEE (04/24/2000)

AB 2451 (Runner) - Motor Vehicle Fuel Taxes: Local Roads

SUMMARY: Would direct \$0.02 per gallon of the state gasoline tax into a new account, the Local Government Road Maintenance Account, to be distributed on a continuous basis to cities and counties for local road maintenance. The bill would also require an amount equal to that deposited into the Local Government Road Maintenance Account to be transferred from the General Fund to the Motor Vehicle Fuel Account, to compensate that fund for the loss of the redirected revenue.

STATUS: Passed ASSEMBLY TRANSPORTATION COMMITTEE (04/24/2000)
In ASSEMBLY APPROPRIATIONS COMMITTEE

AB 2470 (Wiggins) - Sales and Use Tax Exemptions: Fuel

SUMMARY: Provides an exemption from the state sales and use tax on the gross receipts from the sale in this state of petroleum products to air common carriers for immediate shipment outside this state for consumption in the conduct of their business.

STATUS: In ASSEMBLY REVENUE AND TAXATION COMMITTEE

AB 2527 (Scott) - Vehicles Fees

SUMMARY: Enacts the Commercial Vehicle Registration Act of 2000; removes certain larger commercial motor vehicles and commercial trailers and semitrailers from the Vehicle License Fee Law and, upon implementation of permanent trailer plate identification program, provides that moneys equal to the sum of vehicle license fees previously collected from commercial trailers or semitrailers under the unladen weight registration system are incorporated into the declared gross vehicle weight fee schedule.

STATUS: Passed ASSEMBLY TRANSPORTATION COMMITTEE (04/24/2000)
In ASSEMBLY APPROPRIATIONS COMMITTEE

AB 2604 (Zettel) - Transportation: Funding: Allocations

SUMMARY: . Funds appropriated from the General Fund for transportation capital improvement projects, except when appropriated in response to a natural disaster, shall be included when preparing the STIP Fund Estimate, and programmed for either interregional improvement projects or regional improvement projects, in accordance with the percentages set forth in the STIP, and counted when applying the formulas set forth for STIP County Shares.

STATUS: Passed ASSEMBLY TRANSPORTATION COMMITTEE (04/24/2000)
In ASSEMBLY APPROPRIATIONS COMMITTEE

AB 2742 (Baugh) - Transportation: Funding

SUMMARY: For fiscal years 2000-01 through 2004-05, transfers all revenues from the state sales tax due to federal and state motor vehicle fuels currently deposited in the general fund to the following transportation purposes; \$100 million per year to the Public Transportation Account, approximately \$300 million per year to the State Highway Account to back fill for shifting revenues from 2cents of the state gasoline tax to local subventions for cities and counties, and the remainder (approximately \$400 million) to the State Highway Account.

STATUS: In ASSEMBLY TRANSPORTATION COMMITTEE

AJR 52 (McClintock) - Fuel Tax

SUMMARY: Memorializes the President and the Congress to repeal the 1993 federal motor vehicle fuel tax increase (\$0.043).

STATUS: In ASSEMBLY TRANSPORTATION COMMITTEE

SB 1426 (Rainey) - Transportation: Sales Tax on Motor Vehicle Fuel

SUMMARY: Transfers sales and use tax revenues that result from imposition of state and federal taxes on motor vehicle fuel from the General Fund to the State Highway Account for use to fund construction of highway capacity enhancing projects under the state transportation improvement program, and for no other purpose.

STATUS: Failed Passage in SENATE TRANSPORTATION COMMITTEE (04/25/2000)

SB 1427 (Rainey) - Income/Corporation Taxes: Credits: Transit Passes

SUMMARY: Reinstates tax credits to employers for providing public transit passes to employees, for taxable and income years beginning on or after 1/1/2000, and before 1/1/2005.

STATUS: Failed Passage in SENATE REVENUE AND TAXATION COMMITTEE (03/29/2000)

SB 1772 (Brulte) - Highways: Bicycle Transportation Account: Funds

SUMMARY: Commencing on July 31, 2001, would increase the amount required to be transferred to the Bicycle Lane Account from \$2 million a year to \$1 million per month and would require the transfer to occur on the last day of each month.

STATUS: Passed SENATE TRANSPORTATION COMMITTEE (04/04/2000)
In SENATE APPROPRIATIONS COMMITTEE.

SB 1809 (Johnston) - Transportation Enhancement Activity funding

SUMMARY: Requires that funds programmed for the federal Transportation Enhancement Activities program be apportioned 75% as regional surface transportation program funds, and 25% in accordance with the Environmental Enhancement and Mitigation Program Procedures and Criteria -Part C, adopted by the California Transportation Commission on December 9, 1999.

STATUS: Passed SENATE TRANSPORTATION COMMITTEE (04/04/2000)
In SENATE APPROPRIATIONS COMMITTEE

SB 2003 (Speier) - Transportation: Rapid Commuter Rail Funding

SUMMARY: Appropriates an unspecified sum to the Department of Transportation for allocation to the governing board of the Peninsula Corridor Joint Powers Board for the purpose of establishing rapid commuter rail service between the city and county of San Francisco and the city of San Jose, and between the City of Stockton and an area that includes the mid San Francisco peninsula, and the city of San Jose.

STATUS: Passed SENATE TRANSPORTATION COMMITTEE (04/04/2000)
In SENATE APPROPRIATIONS COMMITTEE

**RURAL COUNTIES TASK FORCE
ROAD MAINTENANCE FUNDING LEGISLATION REPORT**

Traffic Congestion Relief Plan (Governor's Transportation Initiative)

Governor Davis announced his \$5.2 billion plan to address transportation funding on April 6, 2000. \$3 billion of the funding is to come from state budget surplus, with another \$2.2 billion coming from a bond issue to be placed on the November 2000 ballot. A summary is attached.

The plan has virtually nothing for rural counties. There is \$400 million to be distributed statewide for road maintenance. Although no allocation strategy has been announced, it is rumored that the fund distribution will favor rural counties. The rest of the \$4.8 billion goes primarily for urban rail projects in Los Angeles, San Diego, and the Bay Area.

AB 1303 (Florez/Runner)

Through revisions in the state's gas tax apportionment formula and subsequent backfill by the general fund, his bill would provide an additional \$500 million annually for road maintenance and rehabilitation projects. The distribution of these funds would be the same as current gas tax subventions, which is 75% to counties based on the proportion of vehicles registered, and 25% to counties based on proportion of maintained mileage.

This bill is not a long term solution to the road maintenance funding problem. First, the annual allocation has to go through the state budget process; it cannot be relied upon, since it could be cut any year. Second, the formula provides the greatest benefits to urban areas with higher population and vehicle registration rates, and continues to put rurals at a disadvantage.

AB 1612 (Torlakson/Florez)

This bill would establish two new funding programs. The Transit Assistance Account would be funded through a transfer of \$200 million annually (\$50 million per quarter) from the general fund to be distributed 50% to the Public Transit Account, 25% to counties based on road miles, and 25% to cities based on population. The Neighborhood Street Improvement Account would be funded by a transfer of 4-3/4% sales tax on the federal tax on gasoline and distributed 50% to counties and 50% to cities.

While this bill has significant promise by addressing both urban and rural needs, it has little hope of going anywhere unless it is amended. As the bill is currently written, AB 1612 would not go into effect unless SCA 3 is also enacted. With the Governor voicing his opposition to the bill, the chance of SCA 3's passage is remote at best.

AB 2451 (Runner)

This bill would transfer 2¢ of the 18¢ state sales tax on gasoline to establish a Local Government Road Maintenance Account. The account proceeds would be distributed 50% to cities based on population, and 50% to counties, based on county road miles. The loss to the Motor Vehicle Fuel Account would then be reimbursed by the state's general fund.

This bill is similar to AB 1303, but the distribution of funds is more equitable towards rural counties. However, it suffers the same fundamental flaw - it is not an assured source of funding because it is subject to the annual budget process.

AB 2931 (Assembly Transportation Committee)

This bill changes the current 4 year STIP set up under SB 45 back to a 7 year STIP. The effect is to add three more years of funds into the current STIP programming cycle.

In terms of rural road maintenance, the bill neither helps nor hurts. If passed, it will likely create more work for regional transportation agencies by triggering our third (or is it fourth?) RTIP in two years. It is also unclear how the provisions of AB 1012, including timely use of funds and advancement of funds, might apply.

Governor Gray Davis Traffic Congestion Relief Plan

San Jose/Bay Area	\$1.562 billion
Los Angeles/Inland Empire/Orange	\$2.244 billion
San Diego	\$ 481 million
Central Valley	<u>\$ 538 million</u>
Region Total	\$4.825 billion
Local Deferred Maintenance	\$ 400 million
State Highway Deferred Maintenance	\$ 100 million
High Speed Rail Environmental Study	<u>\$ 5 million</u>
<u>STATEWIDE TOTAL</u>	<u>\$5.330 billion</u>

GOVERNOR'S TRANSPORTATION INITIATIVE

COMMENTS BY TONY HARRIS (Caltrans Chief Deputy Director) 4-13-00 at CALCOG REGIONAL ISSUES FORUM

1. The initiative has three objectives : ease congestion, goods movement and connecting different modes. Funding was provided to complete some projects, begin other major projects and make a significant investment in public transportation.
2. General fund dollars trade at a discounted rate is proposed as an element of the initiative.
3. Proposal is to create a special fund separate from the Highway Account but administered by the California Transportation Commission in a manner similar to the way Proposition 116 funds are administered
4. Proposal is for funds for local streets and roads not to go through CTC
5. How does \$5 Billion produce \$15 Billion? Many projects could qualify for federal transit new start funds when TEA 21 is reauthorized in 2003. Such funding is expected to require both a local/state match and advance environmental work. This funding is intended to address both steps in advance of 2003. Other projects may be high local priorities and additional funds could be programmed in the next STIP. It is likely that much of the 25%ITIP funds will be dedicated to these projects
6. There is no specific match required for using these funds, but joint funding is required to complete projects.
7. Projects can be staged. We don't want funds to just sit in an account.
8. The real details will be presented as part of the Governor's May Revised Budget and accompanying legislation
9. Why General Obligation Bonds when the state has such a large surplus? We really don't know the size of the surplus and won't until the Franchise Tax Board has analyzed income tax returns which takes 2-3 weeks after April15.
10. This program is not the whole long term funding that transportation needs but it is a start. \$400 million won't solve the local street and roads maintenance and rehabilitation problem, but it is a start.
11. Hopefully there will be built in flexibility to make adjustments and changes. In putting this together there were different opinions on local priorities. Consideration is being given to having the CTC manage the program.
12. Will ITIP all go to these projects? If it remains a 4 year STIP that means there will be only about \$600 million in new funds. If there is a change to a 7 year STIP it depends upon whether it is in urgency legislation and when it happens as to whether it adds to the 2000 STIP or leads to a bigger 2002 STIP.

CALIFORNIA RURAL COUNTIES TASK FORCE

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(209) 533-5601

May 1, 2000

TO: Rural Counties Task Force Participants

FROM: Dan Landon, Nevada County Transportation Commission

SUBJECT: Proposed Increase of Rural Planning Assistance Funds

In his memo dated March 8, 2000, Charles Field outlined the effort that has been undertaken to increase Rural Planning Assistance Funds by \$2 million in the 2000/01 State budget and requested that we all contact our legislative representatives on this topic. Caltrans and the CTC were very helpful during the budget formation process. The next arena will be the Senate and Assembly Budget Subcommittees. A letter signed by Senators Leslie, Costa, McPherson, Chesbro, Johannessen, Kelly, Monteith, and Knight has been to Senator Sher, Chairman of Senate Budget Subcommittee No. 2. Assemblyman Florez, Chairman of Assembly Budget Subcommittee No. 5 has received letters signed by Assembly members Aanestad, Dickerson, Pescetti, Oller, and Strom-Martin. If you haven't contacted your legislators on this issue yet, please do so now! Even if your legislators are among those that have already signed letters, they need to know that **your** agency is in support of the proposal.

When the May Budget Revision is released there will probably be a flurry of activity and it is important that contacts are made prior to that time. The fact that the \$2 million increase is spread across 28 counties is a compelling argument in our favor, so make sure your legislators know that their constituents will be benefited.

I am coordinating this effort for the RCTF so if you need information or want to comment please contact me at (530) 265-3202, fax (530) 265-3260, or email dlandon@nccn.net.

RCTF ISSUES AND OBJECTIVES

Reports for May 19, 2000

<u>ISSUE/OBJECTIVE</u>	<u>ASSIGNED</u>	<u>STATUS</u>
CTC Representative	Susan Morrison	Verbal Report at Meeting
Local Road Rehab and Maintenance Funding	Celia McAdam	Agenda Memo and Verbal Report
OWP Planning and PPM Funds	Dan Landon	Agenda Memo and Verbal Report
Clarify/Improve OWP Process	Charles Field	No Report *
RTP Guidelines	Kathy Mathews	No Report *
Interregional Transportation Strategic Plan (ITSP)	Darin Grossi	No Report *
HBRR/HES Exchange and Federal Aid Project Streamlining	Matt Boyer	No Report *
SB 45 Project Monitoring/Reporting Database	Walt Allen	No Report *
Local Assistance "Enhanced Training Committee"	Walt Allen	No Report *
City/County/Caltrans FHWA Coordinating Group	Spencer Clifton	No Report *
Committee to Review Changes to Local Assistance Procedures and Guidelines Manuals	Liz Gillingwater	No Report *
RSTP/CMAQ/TEA Project Delivery Committee	Dan Landon	No Report *
RTP/RTIP Rural County Performance Measures	Dan Landon	No Report *
Caltrans Regional Planning and Programming Coordination Committee	---	No Report *
California Transportation Investment Strategy (CTIS)	George Dondero	No Report *
Rules for Pre-Performance Audits	Scott Maas	No Report *
2000 RCTF Biannual Meeting	Phil Dow	No Report *
Intelligent Transportation Systems (ITS) Applicability to Rural Counties	Phil Dow	No Report *
FTA 5310 and Welfare to Work Advisory Committee	Susan Morrison	No Report *
TEA Advisory Committee	Phil Dow	No Report *
Tribal Technical Assistance Program (TTAP)	Phil Dow	No Report *
California Aviation System Plan Steering Committee	Dan Landon	No Report *
State's Role in Mass Transportation Advisory Committee	---	No Report *
1998 California Transportation Plan Advisory Committee	Phil Dow	No Report *

***Verbal reports or discussion of any of the following items may occur during the meeting regardless of whether or not a written report is included with this agenda packet.**

CALIFORNIA RURAL COUNTIES TASK FORCE

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May 2, 2000

TO: Rural Counties Task Force Participants
FROM: Charles F. Field, Chairman
SUBJECT: TDA Unmet Needs Process

During the RCTF meeting on March 17, 2000, Task Force participants requested that there be a workshop concerning the unmet transit needs process during the RCTF meeting of May 19, 2000. Jess Moreno from Caltrans Mass Transit Division has agreed to attend the next RCTF meeting (May 19, 2000 at 2:45 p.m.) to provide a brief overview of the unmet needs process requirements from the TDA. Jess will also help to field questions from RCTF participants concerning the unmet needs processes in each rural county. We will also review and discuss how the unmet needs process is run in certain counties.

CF/nc