

CALIFORNIA RURAL COUNTIES TASK FORCE

JERRY BARTON, VICE CHAIR
EL DORADO COUNTY
TRANSPORTATION COMMISSION
530.642.5260 - jbarton@edctc.org

LISA DAVEY-BATES, CHAIR
LAKE COUNTY/CITY
AREA PLANNING COUNCIL
707.263.7799 - daveybates@dow-associates.com

NEIL PEACOCK, SECRETARY
AMADOR COUNTY
TRANSPORTATION COMMISSION
209.267.2282 - neil@actc-amador.org

FINAL

RCTF AGENDA

March 18, 2011

12:30 – 3:30

Caltrans HQ

1120 N. Street, Room 2116, Sacramento

Call In Number: (713) 576-2028

Participant Code: 167338

Agenda items may be taken out of order to accommodate discussion.

- | | | |
|----|---|--|
| A. | Self Introductions/Information Sharing | All |
| B. | Approve Minutes of January 21, 2011 | Neil Peacock |
| C. | State Budget Update | Steven Keck
Mitch Weiss |
| D. | 2012 STIP/Fund Estimate | Steven Keck
Mitch Weiss |
| E. | Federal Programming Update | Lilibeth Green |
| F. | CTC 10-Year Statewide Transportation Needs Assessment | Sharon Scherzinger/
Kathryn Mathews |
| G. | Regional Council of Rural Counties Update | Melissa White |
| H. | Local Streets & Roads Needs Assessment | Mike Woodman |
| I. | Local Assistance Update | Denix Anbiah |
| J. | Project Initiation Documents | Marlon Flourney |
| K. | Mass Transportation Update | Kimberly Gayle |
| L. | Rural Blueprint Update | Marilee Mortenson |
| M. | California Household Travel Survey | Pete Spaulding |
| N. | North State Super Region Update | Jan Bulinski |
| O. | Housing Element Working Committee | Lisa Davey-Bates |
| P. | RCTF Topics of Significance | All |

Agenda Attachments:

Item B – January 21, 2011 Minutes (Draft)

Item E – FSTIP Amendment No. 1

Item F – Survey Response to CTC Needs Assessment

G. Local Street & Roads Needs Assessment

M. Woodman

Mr. Woodman noted that the most recent Local Streets & Roads Needs Assessment was completed in January, with a goal that it could be used to coordinate local maintenance and rehabilitation needs with the 10-Year SHOPP program update. Oversight Committee coordinators for the effort are working on a media strategy and meeting with legislators as the Needs Assessment documents the need for critical funds relative to budget negotiations. They are also looking at how to continue the effort, which is anticipated to start in the Spring of 2011 and conclude in 2012.

It was noted that in the past, cities and counties funded the effort and it is desired to see RTPAs contribute moving forward. Committee members expressed a desire to see a stable funding source to maintain the effort through regular updates. The notion of an “off-the-top” formula distribution was discussed and it was stated that it could result in a reasonable contribution from all, if agreed to.

It was requested that the media strategy also include a clear explanation of the benefits that the effort provides to those that might consider contributing. The history of the effort was discussed and it was highlighted that the needs assessment was conceived as a tool to help oppose previous legislative efforts to reduce/rescind/redirect transportation funding. It was also re-emphasized how important of an opportunity the project offers to coordinate with the 10-Year SHOPP program update.

The idea of a 50/25/25 split between cities, counties, and RTPAs was discussed and a question was asked regarding how funding would be coordinated in the event such an arrangement was developed. It was explained that an RFP for the second needs assessment was being developed by members of the Oversight Committee and that the circulation of the RFP would take place in tandem with the search for funding, so that in the event that funding did in fact materialize, then the effort would be ready to proceed in time to be available for the SHOPP update.

It was stated that for those interested in contributing, it would be best to determine a way to do so with the least administrative burden as possible. It was also stated that without 100% agreement from all RTPAs a “set-aside” formula would likely not be possible, but if a consensus emerged and authorization was provided to Caltrans, then it could be possible.

Discussion on the item concluded without definitive action, but project contact info (www.savecaliforniastreet.org) was provided for those interested in providing support and it was noted that the final proposed approach to the funding issue will be circulated by the end of February.

E. Regional Council of Rural Counties Update

M. White

Ms. White re-introduced the topic of the “Gas-tax Swap” and provided a brief summary of the problems it poses to local agencies’ transportation funding. She provided an update in regards to efforts by RCRC, CSAC, and others to urge the legislature to reenact the “Gas-tax Swap” that was passed last year.

Ms. White provided a brief summary of the complex details regarding the revenue exchanges included in the legislation and highlighted the fact that Propositions 22 and 26, which were passed in November, resulted in the requirement that any taxes and/or fees previously passed by majority vote would now need to be approved by a 2/3rds majority of the legislature (effective January 1, 2010).

In summary, the gas-tax swap (enacted in March 2010) resulted in the elimination of the sales tax on gasoline and an increase in the per-gallon excise tax to equal that amount, in addition to changes on diesel taxes, in an effort to allow some of what was previously gas-tax revenue to be used for General Fund bond debt-service. Because of the subsequent November election, which included the passage of Propositions 22 and 26, “the swap” would retroactively require a 2/3rds vote of the Legislature to remain effective. Without affirmative action in this regard, it is believed

the tax will be eliminated, and it is believed that the original Prop 42 revenue sources would not be restored. This would effectively eliminate a major source of local transportation funding.

She noted that Governor Brown's budget proposal has added language in this regard to a trailer budget bill that includes all the corrections needed. The coalition is supportive of those efforts. She clarified that the focus of the effort is to ensure that legislators understand the importance of the issue in terms of funding for their constituents and to overcome any resistance from fiscal conservatives that might come from a misinterpretation that the issue represents a "tax increase". Ms. White noted that the effort has support from business and contractor's associations and that their primary focus is to raise awareness of the issue, particularly in Republican districts as their support would prove critical in achieving the 2/3rds majority vote needed. All discussed the impact this issue would have on both local streets and roads funding as well as the state-wide STIP.

It was requested the RCRC provide talking points to interested parties to assist with the effort and it was recommended that those interested send letters to their legislators. Individual RCTF members pledged to work on this issue directly and RCTF Chair, Ms. Davey-Bates volunteered to draft a letter on behalf of the RCTF to the legislature and noted that individual agencies are encouraged to send their own correspondence as well.

Ms. White expressed appreciation and noted that phone calls and drop-in visits to representatives are also an effective means of communication.

H. Local Assistance Update

A staff change announcement was made; Susan Herrington has recently been appointed as the Office Chief for Capital Project Delivery. Mr. Anbiah also discussed that Local Assistance staff has seen significant turn-over recently and that training for new staff members is now being provided.

He stated that 42% of apportionment and obligation authority is available under the Highway Bill's continuing resolution. He also noted that there have been no rescissions of Federal earmarks and that Caltrans' NEPA delegation authority has been extended to 2012.

On the accounting side of Local Assistance, he noted that they are working on a new software system that is anticipated to resolve reporting glitches and work better for processing local agency invoices.

Mr. Anbiah noted that new Program Supplements have been sent out reflecting the recent FHWA program oversight guidelines, so be on the look-out for those.

In regards to the bridge program, a list was sent around with current bridge projects and he noted that the next deadline for Requests for Authorization is March 30th. If projects on the list do not request authorization by that deadline, they will be moved to the end of the line.

Mr. Anbiah mentioned that local agencies did not use the full Obligation Authority (OA) provided under the Local Assistance Safety Programs and that they are developing new delivery oversight guidelines in relation to the timelines local agencies need to adhere to in order to complete their project and take advantage of new OA. He stated that the trend for local agencies in delivering their Local Assistance projects has been improving lately, but that it still warrants close oversight. For example, he noted that \$120 million in HSIP and \$34 million in SRTS OA was re-apportioned to other programs.

A question was asked as to why the unobligated OA wasn't given to other candidate projects within those programs and he responded that they are considering alternatives that could allow this. He also discussed "corrective action" recommended by the OA Oversight Committee as a means to ensure local agencies are taking full advantage of their OA and that if an agency has "out-year" projects (e.g. above & beyond current FY OA available for that agency) that are ready to go, that they should be submitted with a request to expedite programming.

Mr. Anbiah also mentioned that the next HSIP grant application cycle is out and that there has been a policy change related to the threshold for Pre-award Audits, with the new amount being a

D. Anbiah

\$1million contract award. He also noted a couple office bulletins that can be found on their web page, such as the FHWA's Right-of-Way Certification and local agencies invoice review process bulletins; please review as interested.

Lastly, he brought up the "Inactive Project's List", also available on the LA website, and noted that there are 99 projects that have not submitted invoices within 6 months. He highlighted the fact that if projects can not demonstrate sufficient justification for their delays, then their funds are at risk of being deobligated. He again highlighted how important the issue is in relation to ensuring that local agencies and California as a whole are able to fully utilize the OA available through these various Federal programs.

I. Project Initiation Documents

M. Flourney

Mr. Flourney began with an overview of how "fall-out" from the State budget situation has affected the PID program and the availability of Caltrans staff to work on the State-wide PID program. Of particular significance for the RCTF, due to these changes, even local on-system PIDs with reimbursement agreements are given a low priority in terms of the allocation of PIS staff resources for development, review, & approval. In terms of local agencies who wish to pursue advancing their PID phase projects, it has been stated that PPM funds can't be used to reimburse Caltrans for their participation with local PIDs.

A question was asked in regards to how the reimbursement relationship would work and it was highlighted that, while currently on-going draft PIDs would be completed, only limited local oversight work would be taking place into the future as a result of these changes, but that additional guidance would be forth-coming in the Spring.

It was noted that various associations were working on the issue in terms of Caltrans, Legislature, Governor education & advocacy and that Dan Landon and Rachel Marconi are RCTF representatives who have taken a role in the issue. Also noted was that there was some controversy regarding the composition of the Oversight Committee, in that on the one hand it is important to ensure broad-based input on the PID program priorities, but on the other hand, it would be difficult to make effective decisions with too large of a Committee.

On a separate note, Mr. Flourney noted that dates have been established for the next Value Analysis Committee to work on the issue of streamlining Caltrans' local agency Oversight functions and that there would be pilot project opportunities available to explore possible process efficiencies in the near future.

J. Mass Transportation Update

K. Gayle

Ms. Gale provided updates on the 5311 (applications due January 31st) and the 5310 ("double-cycle" allocations anticipated) grant programs and that separate applications can be sent in at your earliest convenience. She also noted that rural areas are encouraged to apply, and that grant application review work shops will be held at various locations throughout the State. Ms. Gayle asked everyone to look for the announcements and Webinar information, which would be distributed to RTPAs shortly.

She also noted that the Division was successful in acquiring FHWA approval for the use of Federal Toll Credits for local match on the 5310 program, but that the credit must be requested in the application. RCTF members expressed their gratitude for this accomplishment and it was clarified that toll credits should also become available for all other transit applicable programs as well. She wrapped up this item by briefly reviewing the application deadlines; applications due to the RTPAs by March 4th, applications with RTPA comments/ranking due to the districts May 6th.

Ms. Gayle provided a discussion regarding Consolidated Transportation Service Agencies and innovative programs that have helped create "brokerage" services in partnership with health-related transportation service providers. These efforts are intended to support outreach and coordination with health care providers and regional SSTACs by tapping into subsidies available for health-related transportation services.

A reminder was provided that Prop 1B PTMISEA funded transit projects need to have their Certifications & Assurances submitted by the 15th. Updates were requested regarding the next round of 5311(F) and 5307 program applications and it was stated that they would be forthcoming shortly.

K. Risk-based Indirect Cost Allocation Plan (ICAP) Update M. Campbell-Smith

Another summary and update on the risk-based approach to ICAP audits was provided and it was stated that the announcement recently circulated by Caltrans noted that letters to comment on the new guidelines are due January 14th.

C. State Budget Update

S. Keck

It was noted that an announcement and contact information for Lilibeth Green, who will be in charge of coordinating the FSTIP update, was sent to RTPAs. It was noted that the 2010 FSTIP was approved on December 14th and the first amendment is already being processed. It was noted that the CMAQ program would be 100% reimbursable while the Highway Bill is in continuing resolution. The Toll Credit program was discussed and a reminder was provided that if local agencies desire to utilize them, then this request needs to be identified in your FTIP amendment requests.

M. Rural Blueprint Update

M. Mortenson

Ms. Mortenson stated that workshops on the program will be held soon and that the announcements with relevant information have been distributed and is available on the CalBlueprint website. She noted that recent cycle grant application reviews will be completed soon and that the requests received were slightly in excess of the funding available.

She also discussed the 2010 Regional Progress Report and the 20 “regional indicators” contained therein. It was noted that there was difficulty experienced in terms of getting pertinent data from rural regions. This report will be passed on to the Strategic Growth Council as the overall lead agency on the broader Blueprint issue.

It was asked if the document will be printed and available in hard-copy and a response was given that, due to budget constraints, only 2000 copies would be available.

Questions were asked regarding the availability of a next round of Blueprint planning grants and it was stated that while Caltrans staff is working on it, nothing definitive is known at this time.

A general question was asked regarding the progress of various Blueprint grant recipients and it was summarized that everyone is at a different stage in their planning process.

N. California Household Travel Survey

S. Chesebro

Ms. Chesebro of the Caltrans Travel Forecasting/Traffic Analysis branch discussed the data collected in regards to regional travel characteristics that will be feed into the various traffic models. The broad-based participation and widespread data that was collected was discussed and it was mentioned that a master data-base is being developed that contains useful information regarding interregional travel and state-wide travel variables that was collected from GPS-based on-board travel survey units. It was noted that more than 60,000 travel surveys have been collected and the effort is being overseen by a Steering Committee comprised of representatives from MPOs, RTPAs, the ARB, Caltrans, and Public Health.

Ms. Chesebro noted that the Committee is seeking agreement on the additional data sets needed for the effort that need to be collected, the level of effort expended on acquiring core samples, and highlighted the importance of collecting information on under represented areas. Caltrans staff is working with participants and the project consultant on how to facilitate detailed peer learning and data sharing and a framework is anticipated to be available soon. For those interested, a full script of the survey is available and participation in “field-testing” the aggregate data is available.

It was noted that Napa, Sonoma, Lake, and Mendocino counties participated in a joint Origination/Destination study and that the results may be useful for the effort.

O. North State Super Region

J. Bulinski

Ms. Bulinski jokingly noted that there is a new super power in town; she outlined the origins of the North State Super Region concept as spearheaded by Shasta County, that the group was formed to share information, collaborate, and advocate on issues of mutual interest ranging from air quality to grant application letters of support. It was stated that the N.S.S.R. is comprised of the 16 counties located north of Sacramento and the Bay Area and that it is an informal association of RTPAs that comprise approximately 25% of the States land area with approximately 40% of the State's road miles.

Meetings regarding the association's guiding MOU began in October 2010, and the group recently convened in Redding to discuss topics ranging from GIS to outreach to the CTC and FHWA, as well as clarifying their guidance platform. The group is evolving to establish coordinators and will provide regular updates on issues of interest.

A group discussion was held regarding the group's catalyst, vision, and structure and admiration and support was expressed for its intent. Ms. Bulinski provided herself as a point-of-contact for those interested in learning more.

P. 2011 Meeting Schedule

L. Davey-Bates

It was noted that the RCTF would be resuming its schedule of meeting on the third Friday of every other month at Caltrans Headquarters in Sacramento, unless otherwise noted.

A question was asked to the group if it was interested in coordinating one of its meetings with the upcoming Spring CalACT conference in Indian Wells near Palm Springs. It was agreed to wait until a coordinated meeting is possible in a more central location.

Q Topics of Significance

All

A couple of State budget related items were discussed; in particular, it was noted that without a State budget there is no STIP fund estimate and CTC/Caltrans staff are developing a draft "2-Tiered" fund estimate for different budget scenarios due the uncertainty related to the budget crisis. Also noted was that CMIA cost savings funds are available, a call for projects is anticipated in March, and that the eligible corridor management agencies involved with the program will have to meet and agree on how to reobligate those available funds.

Ms. Mathews brought up a concept originated by Phil Dow related to rural counties seeking a formula apportionment to off-set traffic impacts generated by interregional recreational travel that has historically affected rural regions disproportionately to their local/regional responsibility. She noted that the topic is tied to SACOG's recent look at the issue of agro-tourism and an attempt to quantify impacts of related through-traffic on rural regions. She noted interest in the topic among RCTF members and volunteered to scope a proposal to investigate the matter further and bring it back for review.

Mr. Woodman expressed his thanks to Ms. Mathews again for her excellent service the RCTF, noting that she has gone "above and beyond the call of duty" while serving the group.

CTC staff noted that they are looking toward scheduling the next rounds of CTC Town Hall meetings, with Siskiyou County and a host in Southern California coming up next.

It was noted that if anyone (only COGs that perform the RHNA function) was interested in participating in the HCD's Housing Element Working Group, that they should contact HCD.



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

March 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001

In Reply Refer To:
HDA-CA

Ms. Cindy McKim, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachael Falsetti, Division of Transportation Programming

Dear Ms. McKim:

SUBJECT: 2010/11 FSTIP AMENDMENT NO.1, NON-METROPOLITAN AREA

We have completed our review of Amendment Number 1 to the non-metropolitan planning organization (non-MPO) portion of the 2010/11 Federal Statewide Transportation Improvement Program (FSTIP) that was submitted by your letter to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) dated January 5, 2011, and resubmitted by your letter dated March 1, 2011. As detailed in your letters, this amendment adds six new listings to the FSTIP and modifies 11 project listings that were previously approved for inclusion in the 2010/2011 FSTIP.

Based on our review we accept this amendment to the 2010/11 FSTIP in accord with the Final Rule on statewide and metropolitan transportation planning that was published in the Federal Register on February 14, 2007. We find that the non-MPO portion of California's FSTIP, including this amendment, was developed through a continuing, cooperative, and comprehensive transportation planning process in accord with the statewide planning provisions of 23 U.S.C. 135 and 49 U.S.C. 5304 as amended by Public Law 105-178, *the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). We are approving this amendment to the 2010/11 FSTIP in accord with the *July 15, 2004, Memorandum of Understanding between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX.*

The changes proposed to the FSTIP by this amendment are associated with projects that are either (a) exempt from the requirement to determine conformity pursuant to 40 CFR 93.126 or 93.127, (b) are proposed for implementation in an area of the State of California that is designated as attainment or unclassified for Federal Air Quality Standards, (c) or are associated with projects located in isolated non-attainment areas outside the metropolitan planning areas of the State, and as a consequence, are not subject to the requirements that a regional air quality conformity determination be made prior to FSTIP programming.

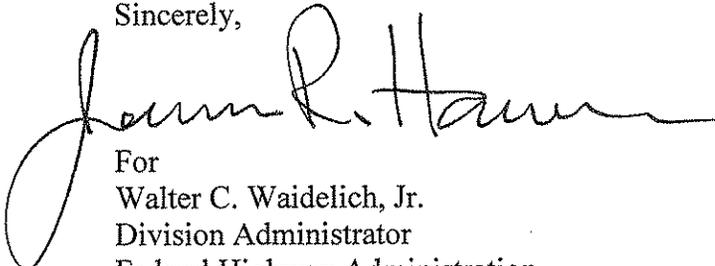


If you have questions or need additional information concerning our approval of this amendment, please contact Wade Hobbs of the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov or Ted Matley of the FTA Region IX office at (415) 744-2590, or by email at Ted.Matley@dot.gov.

/s/ Leslie T. Rodgers

Leslie T. Rodgers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Walter C. Waidelich, Jr.
Division Administrator
Federal Highway Administration

CTC SURVEY RESPONSE MATRIX

TYPE	AGENCY	PROJ. DOC SUBMITTED?	SUBMITTAL DATE	REV. DOC SUBMITTED?	SUBMITTAL DATE
MPO	Butte County Association of Governments				
MPO	Council of Fresno County Governments	Yes	1/24/2011	Yes	1/24/2011
MPO	Kern Council of Governments	Yes	1/24/2011	Yes	1/24/2011
MPO	Kings County Association of Governments				
MPO	Madera County Transportation Commission	Yes	1/24/2011	Yes	1/24/2011
MPO	Merced County Association of Governments	Yes	1/21/2011	Yes	1/21/2011
MPO	Metropolitan Transportation Commission	Yes	1/25/2011	Yes	1/25/2011
MPO	Association of Monterey Bay Area Governments	Yes	1/27/2011	Yes	1/31/2011
MPO	Sacramento Area Council of Governments	Yes	1/24/2011	Yes	1/24/2011
MPO	San Diego Association of Governments	Yes	1/24/2011	Yes	1/24/2011
MPO	San Joaquin Council of Governments	Yes	2/15/2011	Yes	2/15/2011
MPO	San Luis Obispo Council of Governments	Yes	1/24/2011	Yes	2/1/2011
MPO	Santa Barbara County Association of Governments	Yes	1/26/2011	Yes	1/24/2011
MPO	Shasta County Regional Trans. Planning Agency	Yes	1/24/2011	Yes	1/24/2011
MPO	Southern California Association of Governments	Yes	1/24/2011	Yes	1/24/2011
MPO	Stanislaus Council of Governments				
MPO	Tahoe Metropolitan Planning Organization				
MPO	Tulare County Association of Governments	Yes	1/25/2011	Yes	1/25/2011
RTPA	Alpine County Local Transportation Commission				
RTPA	Amador County Transportation Commission	Yes	1/24/2011	Yes	1/24/2011
RTPA	Calaveras Council of Governments				
RTPA	Colusa County Transportation Commission				
RTPA	Del Norte Local Transportation Commission				
RTPA	El Dorado County Transportation Commission	Yes	1/24/2011	Yes	2/11/2011
RTPA	Glenn County Transportation Commission				
RTPA	Humboldt County Association of Governments				
RTPA	Inyo County Local Transportation Commission				
RTPA	Lake County/City Area Planning Council	Yes	2/16/2011	Yes	2/16/2011
RTPA	Lassen County Transportation Commission				
RTPA	Mariposa County Local Transportation Commission				
RTPA	Mendocino Council of Governments				
RTPA	Modoc County Transportation Commission	Yes	1/25/2011	Yes	1/25/2011
RTPA	Mono County Local Transportation Commission				
RTPA	Transportation Agency for Monterey County				
RTPA	Nevada County Transportation Commission	Yes	1/25/2011	Yes	2/10/2011
RTPA	Placer County Transportation Planning Agency				
RTPA	Plumas County Transportation Commission				
RTPA	Council of San Benito County Governments	Yes	1/25/2011	Yes	1/25/2011
RTPA	Santa Cruz County Regional Transportation Comm.				
RTPA	Sierra County Local Transportation Commission				
RTPA	Siskiyou County Transportation Commission				
RTPA	Tehama County Transportation Commission				
RTPA	Trinity County Transportation Commission	Yes	2/15/2011	Yes	2/15/2011
RTPA	Tuolumne County Transportation Council	Yes	3/2/301	No	
Other	Caltrans Division of Rail (Passenger)	Yes	1/24/2011	NA	
Other	Caltrans Native American Liaison Branch	Partial	1/25/2011	NA	
Other	California Transit Association	Yes	2/15/2011	NA	
Other	Caltrans Division of Rail (Freight Rail & Seaports)	Partial	2/2/2011	NA	
Other	California High Speed Rail Authority	Yes	2/17/2011	Yes	2/17/2011
Other	California Airports Council				
Other	Port of Los Angeles	Yes	2/17/2011	NA	
Other	Caltrans Aeronautics Division	Yes	1/28/2011	Yes	1/28/2011