

CALIFORNIA RURAL COUNTIES TASK FORCE

*CELIA McADAM, CHAIR
PLACER COUNTY TRANS. PLANNING AGENCY
(530) 823-4030*

*DARIN GROSSI, VICE CHAIR
TUOLUMNE CO/CITIES AREA PLAN. COUNCIL
(209) 533-5601*

*WALT ALLEN, SECRETARY
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
(831) 775-0903*

AGENDA **November 16, 2001** **12:30 pm**

Department of Transportation Building
1120 N Street, Room 2116 (Directors Meeting Room)
Sacramento, CA

- | | | | |
|----------|----|--|-------------------------|
| 12:30 pm | A. | Self Introductions | |
| 12:35 pm | B. | Approval of Minutes from September 21, 2001 | W. Allen |
| 12:40 pm | C. | Draft Interregional Transportation Improvement Program W. Lewis (ITIP) Distribution and Analysis | |
| 1:10 pm | D. | Estimates of Future Funding Requirements | D. Brewer
S. McGowen |
| 1:40 pm | E. | Rural Transit System Grant Program Eligibility Q & A | J. Guzman |
| 2:00 pm | F. | Environmental Streamlining Issues
1. Small Federal Aid Projects - Progress Report
2. Followup on Caltrans/FHWA "White Paper" | T. Abbott
A. Newsum |
| 2:30 pm | G. | Rural Planning Assistance Grants Formula | S. Scherzinger |
| 2:45 pm | H. | Legislative Session Recap | C. Oldham |
| 2:50 pm | I. | Status Report on RCTF Issues | See attached list |
| 3:15 pm | | Adjourn | |

DRAFT
California Rural Counties Task Force
September 21, 2001
Meeting Minutes

CALIFORNIA RURAL COUNTIES TASK FORCE

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(831) 775-0903*

To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: Draft Interregional Transportation Improvement Program (ITIP) Distribution and Analysis

Issue

Under SB 45, Caltrans develops an Interregional Transportation Improvement Program (ITIP) using 25% of the overall pot of funds available for programming in the State Transportation Improvement Program (STIP). It is required that 60% of these funds, or 15% of the overall STIP, must be programmed outside of urban areas.

Discussion

Like the Regional Choice funds that RTPA's program, Caltrans has nowhere near enough ITIP money to fund all the projects needed. Jim Nicholas (now Wayne Lewis) and his team, in developing the ITIP, has made it clear that funding partnerships with local agencies would be key to attracting ITIP funding. Caltrans made a strong outreach effort to local jurisdictions and planning agencies to find projects and partnerships for the ITIP funds.

The draft ITIP has now been compiled and released to the Districts. Wayne Lewis and staff will provide a recap of the proposed distribution of ITIP funds and some of the thinking behind those proposals, highlighting its impact on rural counties.

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To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: Estimates of Future Funding Requirements

Issue

At their October meeting, the CTC directed staff to request all regional agencies, as part of their 2002 RTIP submittals in December, to provide estimates of future funding requirements for any partially funded projects in their programs.

Discussion

The CTC has expressed concern about the funding of projects for environmental and design phases without having some idea of the future demand on the STIP for actual project completion. Caltrans provided a project listing report (attached), which lists their data on the status of various projects, and estimates of future needs. Admittedly, they tell us these figures are subject to change, and may vary with project alternative that is ultimately selected.

Scott McGowen will provide information on how these estimates were developed, and David Brewer of the CTC will provide an overview of the reasoning behind this request, as well as some guidance on the manner and detail the Commission would like to see in the responses.

PA & ED

Cnty	PPNO	Route	Title	Total Funds Currently Programmed for the Project					Future Funding Needs For the Project						
				GFRIP	GF-IIP	IIP	RIP	TCR P	Local	Other	PA ED	PS&E	RW	CON	Total
ALA	1017	84	Route 84 Westbound HOV Lane Extension	0	0	0	175	0	0	0	0	480	280	3,700	4,460
ALA	1018	84	Route 84 WB HOV On-Ramp	0	0	0	175	0	0	0	0	300	280	3,150	3,730
BUT	0364A	70	Route70 Expressway	0	0	3,000	3,000	0	0	0	0	17,000	48,500	281,000	346,500
CC	0274H	680	I-680 Auxiliary Lane	0	0	0	9,000	0	1,000	0	0	1,250	0	1,250	2,500
ED	0060A	50	Hwy 50 Access Restriction	0	0	0	1,900	0	0	0	0	2,000	18,000	33,000	53,000
ED	3240	50	HOV-EI Dorado to S. Shingle	0	0	0	437	0	0	0	0	1,236	14	41,047	42,297
FRE	1350	41	County Line Expressway	0	0	1,080	0	0	0	0	0	1,310	4,340	34,380	40,030
HUM	0072	101	Eureka/Arcata Corridor Improvement	0	0	0	2,613	0	0	0	0	3,680	2,640	34,660	40,980
IMP	0042A	98	Widen State Route 98	0	0	0	2,500	0	0	0	0	3,500	19,000	25,100	47,600
IMP	0515	8	Reconstruct I-8/Imperial Ave Interchange	0	0	0	600	0	150	0	0	750	5,550	16,400	22,700
KER	3412	46	WASCO - SCHOFIELD AVE TO RTE 43	0	0	0	1,000	0	0	0	0	2,500	8,500	40,000	51,000
KER	3482	58	Dennison Road interchange	0	0	0	500	0	0	0	0	1,099	446	8,752	10,297
KER	3645	119	Near Taft, Cherry to Tupman, 4 lanes	0	0	0	817	0	0	0	0	2,000	22,000	63,000	87,000
KER	3841	184	Route 223 to Panama Lane - four-lane highway	0	0	0	614	0	0	0	0	1,340	27,458	18,177	46,975
LAK	0115	20	North Clearlake Freeway/expressway	0	0	1,650	650	0	0	0	0	2,300	4,700	39,000	46,000
LAS	3040	36	Jensen Slough to Route 395 Widening	0	0	31	189	0	0	0	0	1,207	101	17,403	18,711
MEN	0125F	101	Willits Bypass	0	82,960	39,167	17,310	0	0	0	0	3,312	11,137	64,446	78,895
MEN	0133J	101	Hopland Bypass	0	0	7,200	0	0	0	0	0	16,345	23,292	189,606	229,243
MER	5707	152	Los Banos Bypass	0	0	1,300	1,300	0	0	0	0	7,400	59,540	255,417	322,357
MER	6688	59	Route 59 Widening	0	0	0	1,120	0	0	0	0	1,757	1,767	26,496	30,020
MON	0032G	1	Salinas Road Interchange	0	0	1,114	1,161	0	0	0	0	3,013	1,866	35,747	40,626
MON	0057C	156	Castroville-Prunedale 4-lane expressway	0	0	4,501	0	0	0	0	0	3,400	10,450	74,400	88,250
MON	0058E	101	San Juan Road Interchange	0	0	1,459	0	0	0	0	0	1,814	8,049	16,261	26,124
MRN	A0360F	101	Route 101 Novato Narrows Freeway Upgrade	0	0	2,500	0	0	0	0	0	1,192	4,651	219,600	225,443
NAP	0373	12	SR 12/29 Grade Separation	0	0	0	1,500	0	0	0	0	6,000	4,000	36,400	46,400
NAP	0376	12	SR 12/29/221 Intersection Improvements	0	0	0	2,100	0	0	0	0	1,500	320	21,520	23,340
NEV	4107	49	Combie to Grass Valley Widening	0	0	705	705	0	0	0	0	9,590	7,160	90,800	107,550
PLA	0146D	80	I-80 Capacity/Operational Improvements	0	0	2,000	0	0	0	0	0	8,600	6,400	98,400	113,400
SBD	0215C	58	Construct 4-lane Expressway	0	0	4,489	0	0	0	0	0	8,000	8,398	92,750	109,148
SD	1000	11	State Route 11	0	0	8,000	0	0	0	0	0	6,000	39,000	112,000	157,000
SHA	0137	44	Stillwater	0	0	440	440	0	0	0	0	3,000	1,660	10,400	15,060
SHA	6650	299	Redding Auxiliary Lane & Bridge Widening	0	0	400	400	0	0	0	0	1,560	444	26,228	28,232
SHA	6651	273	Route 299& 273 Improvements	0	0	0	237	0	0	0	0	0	0	5,257	5,257
SHA	A0166A	299	Buckhorn Grade - Environmental Only	0	0	1,942	196	0	0	0	0	1,760	401	112,270	114,431
SJ	7668	99	Route 99 Widening in South Stockton	0	0	800	800	0	0	0	0	3,300	27,500	94,000	124,800
SLO	0452	41	Route 41 Truck Climbing Lane	0	0	364	91	0	0	0	0	500	0	3,930	4,430
SLO	0650	46	Rte 46 Widening - "Wye" to Kern Co Line	0	0	1,000	370	0	0	0	0	2,750	2,920	66,700	72,370
SLO	4856	101	SLO Operational Improvements-7 locations	0	0	554	554	0	0	0	0	1,077	580	15,697	17,354

SON	B0360F	101	Route 101 Novato Narrows Freeway Upgrade	0	0	2,500	0	0	3,100	0	0	1,192	4,651	219,600	225,443
STA	9460	99	Pelandale Interchange Reconstruction	0	0	0	550	0	0	0	0	2,220	2,555	22,570	27,345
STA	9615	108	Modesto widening 4 lanes	0	0	0	991	0	0	0	0	5,000	31,000	114,000	150,000
TUL	0104	65	Align and widen Road 204	0	0	0	1,206	0	0	0	0	1,632	9,608	27,964	39,204
TUL	0106	216	State Highway 216 Widening	0	0	0	921	0	0	0	0	799	2,535	8,201	11,535
TUL	6480	99	Goshen/Kingsburg 6-Lane	0	0	2,202	0	0	0	0	0	5,896	2,659	97,450	106,005
VEN	2303	101	La Conchita & Mussel Shoals Op Imp	0	0	1,500	0	0	0	0	0	1,800	6,700	30,000	38,500
YOL	0332D	50	Harbor Boulevard Project	0	0	0	350	0	0	0	0	3,000	8,370	19,300	30,670
YUB	A0362A	65	Third River Bridge	0	0	27,452	4,500	0	0	0	0	3,798	28,121	162,000	193,919
Total 47 Projects				0	82,960	117,350	60,972	0	4,250	0	0	159,159	477,543	3,029,429	3,666,131

PS&E

Cnty	PPNO	Route	Title	Total Funds Currently Programmed for the Project					Future Funding Needs For the Project				Total		
				GFRIP	GF-IIP	IIP	RIP	TCRP	Local	Other	PAED	PS&E		RW	CON
ALA	0042C	880	880 Broadway/Jackson Interchange	0	0	0	6,223	0	0	0	0	0	432	19,347	19,779
ALA	0057A	24	Route 24/Caldecott Tunnel Corridor	0	0	16,000	0	20,000	0	0	0	0	15,000	400,000	415,000
ALA	0117	580	Livermore WB I-580 Noise Barrier	0	0	0	403	0	0	0	0	0	0	941	941
ALA	0139B	580	San Leandro I-580 Noise Barrier	0	0	0	400	0	0	0	0	0	210	4,450	4,660
BUT	2411	99	Butte 99 Gridley Oper. Imprvmnts	0	0	0	308	0	0	0	0	0	0	2,210	2,210
CC	0261F	80	I-80 HOV WB Gap Closurei	0	0	6,500	0	0	0	0	0	0	4,500	58,000	62,500
INY	0170	395	Olancha and Cartago expressway	0	0	1,676	2,514	0	0	0	0	0	9,961	68,777	78,738
KER	3386	46	Keck's Road to Rte 5, expressway	0	0	1,000	1,000	25,160	0	0	0	0	10,690	128,700	139,390
KIN	4330	198	Lemoore - 19th Avenue - construct interchange	0	0	0	1,781	0	0	0	0	0	4,657	9,655	14,312
LAK	0122C	29	Diener Dr to Rte 281 Expressway Upgrade	0	0	3,500	0	0	0	0	0	0	4,228	44,097	48,325
LAS	3048	36	Susanville Town Hill	0	0	430	430	0	0	0	0	0	200	4,200	4,400
MER	5401	99	Freeway Upgrade & Plainsburg Road I/C	0	0	1,493	0	5,000	0	0	0	0	17,668	76,630	94,298
MER	5645	140	Bradley Overhead	0	0	0	1,600	0	0	2,475	0	0	5,151	32,861	38,012
MON	0318	101	Airport Boulevard Overcrossing	0	0	98	122	0	6,000	0	0	0	24,521	44,075	68,596
ORA	4110	74	Route 5 to Antonio Parkway Widening	0	0	2,019	0	0	0	0	0	0	4,814	10,407	15,221
RIV	0048W	91	Eastbound 91 to Northbound 71 Connector	0	0	2,204	0	0	0	0	0	0	20	21,854	21,874
RIV	0076B	91	Green River Road Interchange	0	0	2,049	0	0	0	0	0	0	735	16,460	17,195
SBD	0137K	10	Cherry Ave I/C Reconstruction	0	0	0	1,235	0	1,235	0	0	0	3,666	16,966	20,632
SBD	0176A	15	I-15 SB Truck Climbing Lane	0	0	700	0	0	0	0	0	0	250	19,619	19,869
SBD	0239D	138	4- Lane Widening	0	0	6,584	0	0	0	0	0	0	7,535	43,899	51,434
SBD	0244C	215	Route 215 Soundwalls	0	0	0	200	0	0	0	0	0	301	1,584	1,885
SBD	0247M	215	I-215 N HOV Lns-	0	0	0	2,000	0	0	0	0	0	7,500	29,000	36,500
SLO	0227	46	Muscupiabe/Rte30-Seg 5 Rte 46, 4-lane expressway	0	0	10,000	0	0	0	0	0	0	6,000	69,935	75,935
SLO	6600	166	Route 166 Operational Improvements	0	0	0	544	0	0	0	0	0	144	3,665	3,809
STA	7855	132	SR-132 West Widening	0	0	0	500	2,000	0	0	0	0	1,034	15,050	16,084
TEH	8130	5	Wilcox Road	0	0	0	500	0	0	0	0	0	11	4,356	4,367
TEH	8150	5	Nine Mile Hill	0	0	0	500	0	0	0	0	0	26	4,655	4,681
TUL	6220	63	Visalia - 4 lane to 6-lane conventional	0	0	0	6,474	0	0	0	0	0	0	10,961	10,961
TUL	8650	65	Expressway - Kern County line to Rte 190	0	0	0	2,440	3,500	0	0	0	0	3,668	38,731	42,399
Total 29 Projects				0	0	54,253	29,174	55,660	7,235	2,475	0	0	132,922	1,201,085	1,334,007

RIGHT OF WAY

Cnty	PPNO	Route	Title	Total Funds Currently Programmed for the Project					Future Funding Needs For the Project						
				GFRIP	GF-IIP	IIP	RIP	TCRP	Local	Other	PAED	PS&E	RW	CON	Total
AMA	2497	88	Cook's and Ham's Stations passing lane	0	0	0	908	0	0	0	0	0	0	5,185	5,185
BUT	2262	70	Oroville Freeway Extension	0	0	6,162	522	0	5,640	0	0	0	0	33,100	33,100
CAL	0304B	4	Angels Camp Bypass	0	0	3,183	8,112	0	0	0	0	0	0	20,143	20,143
CC	0192E	4	Rte 4- Widen to 8 lanes, Loveridge Rd IC	0	0	3,000	0	39,000	0	0	0	0	0	8,000	8,000
ED	3208	50	Highway 50 Improvements - Phase 1	0	0	0	2,146	0	0	0	0	0	0	0	0
FRE	0091A	180	Kings Canyon Expressway - Temperance to Academy	0	0	0	13,321	0	0	0	0	0	0	38,900	38,900
FRE	0091B	180	Sequoia Expressway - Academy to Trimmer Springs Rd	0	0	0	8,203	0	0	0	0	0	0	25,200	25,200
FRE	0091C	180	Sequoia Expressway - Trimmer Springs to Frankwood	0	0	0	5,107	0	0	0	0	0	0	25,400	25,400
FRE	1530	99	Kingsburg to Selma 6-lane freeway	0	0	434	0	20,000	0	0	0	0	0	35,965	35,965
HUM	0050	101	Route 101/36 Interchange	0	0	0	4,795	0	0	0	0	0	0	8,029	8,029
IMP	0549	98	Route 98 Widening (west of Rte 111)	0	0	2,000	0	0	0	0	0	0	0	7,880	7,880
INY	0191	395	Independence 4-lane expressway	0	0	3,863	0	0	0	0	0	0	0	19,195	19,195
KER	3380A	46	SLO Co Line-Keck's Road Expressway	0	0	1,365	1,365	4,840	0	0	0	0	0	36,800	36,800
KIN	A4360	198	Route 198 Expressway, Rte 43 to Rte 99	0	0	1,100	7,477	0	0	0	0	0	0	29,628	29,628
LA	0482R	60	Rte 60 HOV from Rte 605 to Brea Cyn Rd	0	0	5,100	0	0	44,210	0	0	0	0	33,390	33,390
LA	2220A	138	165th St to Avenue W - Rte 138 Widening	0	0	3,300	0	0	0	0	0	0	0	20,443	20,443
LA	2220B	138	Ave W to 199th St - Rte 138 Widening	0	0	4,487	0	0	0	0	0	0	0	16,473	16,473
LA	2220C	138	199th St to Rte 18- Rte 138 Widening	0	0	7,108	0	0	0	0	0	0	0	42,292	42,292
LAK	0122A	29	Route 281 to Route 175 4-lane expressway	0	0	0	2,839	0	0	0	0	0	0	7,578	7,578
MAD	5410	99	Fairmead Interchange & 6-lane Freeway	0	0	7,104	0	0	0	0	0	0	0	34,220	34,220
MER	5414	99	Arboleda Road Freeway	0	0	28,187	0	5,000	0	0	0	0	0	90,749	90,749
MOD	0053	299	Alturas Highway 299 Widening	0	0	0	605	0	0	0	0	0	0	2,430	2,430
MPA	4147	49	Old Highway Intersection and Bridge	0	0	0	1,614	0	0	0	0	0	0	5,276	5,276
PLA	0145M	65	Lincoln Bypass	0	0	15,718	12,257	0	5,171	0	0	0	0	302,510	302,510
PLU	0069I	70	Realign Route 70	0	0	0	1,265	0	0	0	0	0	0	7,777	7,777
SBD	0193S	210	6 Lane Fwy & 2 HOV Ln-Rte 210 (former Rte 30) Corr	82,874	0	2,889	145,756	0	102,303	0	0	0	0	60,929	60,929
SBD	0217F	58	realign and widen to 4 lane expressway	0	0	11,083	0	0	0	0	0	0	0	97,786	97,786

SBD	0247L	215	I-215 North HOV Lanes- I-10/Rialto Seg 3	0	0	0	25,100	0	0	0	0	0	0	37,830	37,830
SBT	0297	156	San Juan Bautista 4-lane expressway	0	0	8,132	0	0	0	0	0	0	0	23,279	23,279
SCL	0443O	87	Route 87 Guadalupe Freeway Corridor	10,227	0	0	0	0	9,130	0	0	0	0	0	0
SCL	0443R	87	Route 87 Guadalupe Freeway Corridor	13,226	0	0	15,000	0	0	0	0	0	0	18,530	18,530
SCL	0484	152	Route Study for New Route 152 Expressway	0	0	7,000	0	0	0	0	0	0	0	200,000	200,000
SD	0260	52	New Rte52 Fwy-Rte125 to Cuyamaca-Wst end	0	0	3,400	25,500	45,000	32,700	0	0	0	0	20,000	20,000
SD	0374K	905	New Route 905 Freeway - Otay Mesa	7,237	0	82,511	24,000	0	58,500	0	0	0	0	75,000	75,000
SD	0375	905	Siempre Viva I/C Rte905 (Stage 2)(NAFTA)	0	0	1,300	0	0	7,400	0	0	0	0	11,700	11,700
SJ	7213	5	I-5 Widening in Mossdale WYE Area	0	0	0	761	7,000	0	0	0	0	0	3,894	3,894
SJ	7965B	205	Tracy Widening, stage 2 & 3	0	0	2,953	2,951	25,000	0	0	0	0	0	65,702	65,702
SLO	0380A	1	NB Climbing Lane-Villa Crk Rd to Rte 46	0	0	0	450	0	0	0	0	0	0	2,000	2,000
SM	0700B	101	Route 101 Auxiliary Lanes	0	0	3,725	13,544	0	43,831	0	0	0	0	25,900	25,900
SOL	8378	80	Meridian to Pedrick Widening - (Env)	0	0	9,000	0	0	0	0	0	0	0	43,300	43,300
SON	0781E	101	Son 101 HOV Lanes -Wilfred to Santa Rosa	2,333	0	0	6,100	0	0	0	0	0	0	30,000	30,000
STA	0944M	132	Route 132 Expressway	0	0	0	9,647	12,000	0	0	0	0	0	22,059	22,059
STA	9401	99	Route 99/Whitmore Ave IC	0	0	0	8,140	0	0	0	0	0	0	14,590	14,590
STA	9940	219	4-lane conventional highway	0	0	0	8,280	0	0	0	0	0	0	12,660	12,660
SUT	8362A	99	Widen to 4 Lanes With a Median	0	0	1,024	6,667	0	1,770	0	0	0	0	39,336	39,336
TUL	6405	99	Tulare - Prosperity Avenue - modify interchange	0	0	0	1,483	0	0	0	0	0	0	3,095	3,095
TUO	0021B	108	E. Sonora Bypass Stage II	0	0	3,976	11,100	0	0	0	0	0	0	27,584	27,584
YOL	0301X	5	NB I-5 to SB SR 113 Direct connect Ph 2	0	0	0	2,826	0	5,274	0	0	0	0	27,400	27,400
Total 48 Projects				115,897	0	229,104	377,841	157,840	315,929	0	0	0	0	1,719,137	1,719,137

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*WALT ALLEN, SECRETARY
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
(831) 775-0903*

To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: Rural Transit System Grant Program – Q & A

Issue

A one-time budget allocation for FY 2001/02 of \$18 million is available for the Rural Transit System Grant Program. A workshop will be held Friday, November 16, 2001 from 8:00 am to 12:00 noon at Caltrans Headquarters, 1120 N Street, Room 2116, Sacramento (just prior to the RCTF meeting) to go over applications and eligibility.

Discussion

Juan Guzman of Caltrans Mass Transportation is administering the RTSGP effort and will be available for a question and answer session regarding the program.

CALIFORNIA RURAL COUNTIES TASK FORCE

CELIA McADAM, CHAIR
PLACER COUNTY TRANS. PLANNING AGENCY
(530) 823-4030

DARIN GROSSI, VICE CHAIR
TUOLUMNE CO/CITIES AREA PLAN. COUNCIL
(209) 533-5601

WALT ALLEN, SECRETARY
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
(831) 775-0903

To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: Environmental Streamlining Issues

Issue

Getting projects – both large and small – through the Federal environmental process has proven to be the biggest hurdle faced by rural counties in getting projects delivered in a timely manner.

Discussion

This is the ongoing follow up to our July meeting with CTC Commissioners Lindsey, Lawson, and Lawrence regarding ways to improve project delivery for rural areas. Two areas the RCTF has identified as places to expend our efforts include:

- Small Federal Aid Project Streamlining
- Caltrans' "White Paper" to assist FHWA in implementing Federal environmental requirements

Federal Aid Streamlining

The Small Federal Aid Streamlining Committee has met four times, and has made progress in identifying those areas which we can be more effective and efficient in moving small projects through the Federal and State processes.

Terry Abbott will provide an overview of the progress made by the group to date.

Caltrans/FHWA "White Paper"

Attached is a copy of the letter developed by Andy Newsum on behalf of the RCTF, volunteering our assistance on moving forward efforts to streamline the Federal process.

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October 26, 2001

Jeff Morales, Director
California Department of Transportation
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Morales:

At the September 21, 2001 meeting of the Rural Counties Task Force (RCTF) in Sacramento, your correspondence to Secretary Mineta, dated July 13, 2001, regarding the streamlining of environmental compliance for transportation projects, was utilized as a basis for what we feel was an extremely important discussion.

We share Caltrans' concerns about moving projects more quickly through the Federal environmental process, and we are encouraged by your efforts to identify areas where efficiencies can be gained in the processing and approval of environmental documents. In particular, we strongly support the facilitation of the following:

- Programmatic Agreements
- Expansion of the Department's role as agent to FHWA
- Expansion of activities pursued under Programmatic Categorical Exclusions

To aid the implementation of your comprehensive proposal, the RCTF forwards this correspondence stating our support of this effort. In addition, it is our hope to get resolutions from our governing boards stating support and the need to improve what we feel is a credible risk to the completion of important local and state highway transportation projects in rural areas.

It is understood that Caltrans has been successful in bringing specific resource agencies to the table for discussions on how to make the environmental process more efficient. However, it is our contention that FHWA needs to play a more active role in helping to define reasonable statutes and timelines together with accountability for accomplishing document reviews. The accomplishment of reviews appears to be highly, if not solely, dependent upon the amount of staff available at resource agencies to accomplish reviews. It seems appropriate that FHWA and resource agency administrations should assess budgetary needs to commit the necessary staffing to keep up with projects.

The RCTF discussed the possibility of dedicating an entire agenda devoted to the stated and other related issues at a regularly scheduled meeting with FHWA, relative Caltrans representatives and possibly rural area congressional representatives. We seek your opinion regarding the appropriateness of such a forum and whether or not this would help us in reaching our shared goals.

Mr. Jeff Morales

Page two

It is not our intention to work towards a process that gets around project related environmental concerns. We wish to only to get through the process appropriately, but more quickly. The continuing delivery of California's huge transportation program risks increased delay if these issues are not addressed in a timely fashion.

Sincerely,

Celia McAdam, Chair
Rural Counties Task Force

Cc: R. Kirk Lindsey, CTC
Diane Eidam, CTC
Terry Abbott, Caltrans

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(831) 775-0903*

To: Rural Counties Task Force Participants

From: Celia McAdam, Chair

SUBJECT: Rural Planning Assistance Formulas

Issue

With the completion of the 2000 Census, populations of rural counties have changed. How will these changes affect Rural Planning Assistance (RPA) fund distributions?

Discussion

Sharon Scherzinger will provide a summary of the discussions on updating the RPA distribution formulas.

CALIFORNIA RURAL COUNTIES TASK FORCE

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To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: Legislative Session Recap

Discussion

Attach please find Chuck Oldham's report to the CTC on transportation bills taken up by the Legislature this session. The report is edited somewhat, eliminating discussion of bills that pertain to specific urban area issues (i.e. San Francisco Bay Bridge).

Memorandum

To: Chairman and Commissioners

Date: October 29, 2001

From: Diane C. Eidam

File No: F 9
BOOK ITEM 4.1
ACTION

Ref: STATE LEGISLATION

The Governor had until October 14, 2001 to sign or veto bills passed at the end of the Legislative Session. Listed below are summaries of 23 measures enacted in 2001 which address Commission responsibilities. Any Signing or Veto Messages issued by the Governor are included with the corresponding bill summary. Staff will present a brief summary of actions required of the Commission by these bills at the November meeting. The Legislature is scheduled to reconvene January 7, 2002.

ACA 4 (Dutra) - Dedication of State Sales Tax Revenues on Motor Vehicle Fuels to Transportation Purposes (RESOLUTION CHAPTER 87)

This measure, upon approval of the voters, would, for the 2003-04 fiscal year and each fiscal year thereafter, require all moneys that are collected during the fiscal year under the Sales and Use Tax Law, with respect to the sale or use of motor vehicle fuel to be transferred to the Transportation Investment Fund (TIF). Specifically, the measure provides that :

- (1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the TIF shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on the operative date of this article.
- (2) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the TIF shall be allocated solely for the following purposes:
 - (a) Public transit and mass transportation.
 - (b) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program (STIP), or any successor to that program.
 - (c) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.
 - (d) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.
- (3) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, as follows:
 - (a) Twenty percent of the moneys for Public transit and mass transportation purposes.
 - (b) Forty percent of the moneys for transportation capital improvement projects, subject to the laws governing the STIP, or any successor to that program.
 - (c) Twenty percent of the moneys for street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities.

- (d) Twenty percent of the moneys for street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties.
- (4) The transfer of revenues from the General Fund of the State to the TIF may be suspended, in whole or in part, for a fiscal year if both of the following conditions are met:
 - (a) The Governor has issued a proclamation that declares that the transfer of revenues will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund of the State.
 - (b) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues, provided that the bill does not contain any other unrelated provision.
- (5) The Legislature may enact a statute that modifies the percentage shares set forth above by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described above are expended solely for the purposes specified above.

ACR 32 (Dutra) - Report on Transportation Funding (RESOLUTION CHAPTER 120)

This measure requests that the California Transportation Commission, working with the Department of Transportation and in consultation with the regional transportation planning agencies, produce and submit to the Assembly and Senate Committees on Transportation, by January 1, 2003, a study of potential decreases in transportation revenue for transportation planning agencies, including, but not be limited to, identifying all of the following:

- (1) Whether a decrease may potentially occur in transportation revenue available to transportation planning agencies under Section 7104 of the Revenue and Taxation Code, relating to the Transportation Investment Fund.
- (2) Whether transportation planning agencies in California are likely to in fact experience funding shortfalls from the potential expiration of local transportation sales taxes, a decline or leveling in state-supplied revenues and funding assistance, or shortfalls in other funding sources.
- (3) Whether transportation planning agencies are anticipating transportation funding shortfalls and how those agencies are addressing the potential shortfalls.
- (4) Whether cities, counties, or cities and counties are likely to experience transportation funding shortfalls from insufficient, declining, or expiring funding sources.
- (5) Suggested legislative and other remedies to address potential funding shortfalls.

AB 133 (Alquist) - Regional Transportation Plans (CHAPTER 99)

Existing law required designated transportation planning agencies to prepare and adopt a regional transportation plan that includes a policy element, an action element, and a financial element. This bill authorizes those agencies to also include other factors of local significance as an element of the regional transportation plan. The bill also deletes the requirement that all regional transportation plans be adopted by September 1, 2001.

AB 434 (Keeley) - State Route 1 : Hatton Canyon (CHAPTER 136)

This bill includes within the California freeway and expressway system, among other route segments, Route 1 from the north limits of Carmel (rather than through Carmel) to the west city limits of Santa Cruz.

This bill makes the following legislative findings and declarations relating to the sale of property within Hatton Canyon near the City of Carmel-by-the-Sea in Monterey County.

- (1) The Hatton Canyon is a scenic and environmentally sensitive area, comprised of undeveloped land that includes one of the few genetically pure Monterey Pine forests left in the world, significant coastal habitat and recreation areas, as well as diverse wildlife.
- (2) With the Department of Transportation's determination that a freeway bypass in the Hatton Canyon is not currently viable, the property located in Hatton Canyon is surplus state property located within the coastal zone, as defined in Section 30103 of the Public Resources Code, as that zone was described on January 1, 1977, and subject to Section 9 of Article XIX of the California Constitution. It is, therefore, fitting and proper, and in furtherance of the public interest, that the Department of Transportation sell its ownership interest in the Hatton Canyon for the purpose of creating or adding to a state park.
 - (b) The appropriation of \$2.5 million in Item 3760-302-0005 of Section 2.00 of the Budget Act of 2000 and the appropriation of \$250,000 in Item 3760-101-0001 of Section 2.00 of the Budget Act of 2001 is for the purchase of the property owned by the Department of Transportation in the Hatton Canyon.
 - (c) It is the intent of the Legislature that:
 - (1) The sale of the property in the Hatton Canyon by the Department of Transportation for conversion to a state park not adversely impact any mitigation credits that the Department of Transportation may be entitled to by making this property transfer.
 - (2) A nonmotorized trail be established that runs through the Hatton Canyon property.
 - (d) The route adoption, dated January 9, 1956, for the realignment of Route 1 in Hatton Canyon near the City of Carmel-by-the-Sea is hereby rescinded. Accordingly, the Legislature finds and declares that the freeway agreement, dated April 8, 1997, related to that realignment is a nullity.
 - (e) The existing Hatton Canyon right-of-way for the realignment of Route 1 from Carmel Valley Road to the Pacific Grove Interchange of Route 1 and 68, as part of Route 1 since before 1977, and owned by the Department of Transportation, is located within the coastal zone. This subdivision does not constitute a change in, but is declaratory of, existing law.
 - (f) The Department of Transportation shall declare the Hatton Canyon right-of-way property surplus state property.

AB 437 (Budget Committee) - Rural Transit System Grant Program (CHAPTER 133)

This bill creates the FY 2001-2002 Rural Transit System Grant Program. Also, the adopted State Budget provides \$18 million of Public Transportation Account funds in FY 2001-2002 for this program. This bill requires that:

- (A) Not later than August 31, 2001, the department shall prepare guidelines for the implementation of a Rural Transit System Grant Program and submit those guidelines to the commission for review.
- (B) Not later than October 15, 2001, both of the following shall occur:
 - (1) The commission shall adopt guidelines for the program.
 - (2) The department shall establish the program in accordance with this section and the guidelines adopted by the commission.
- (C) The guidelines prepared by the department and adopted by the commission shall include all of the following requirements:

- (1) The department shall award grants to recipients on a competitive basis for projects that serve primarily rural areas.
- (2) Grants shall be used for the following purposes:
 - (A) To purchase, construct, and rehabilitate transit facilities, vehicles, and equipment, including, but not limited to, energy efficiency retrofits.
 - (B) To purchase rights-of-way for transit systems.
- (3) Grants shall be awarded based on criteria that include, but are not limited to, all of the following:
 - (A) Project need and effectiveness.
 - (B) Filling transit service gaps, including, but not limited to, connectivity to other transit systems.
 - (C) The equitable distribution of funds.
 - (D) The potential of the project to improve the safety of passengers, transit workers, and the general public.
 - (E) Replacement of vehicles or equipment that have exceeded service life expectations.
- (4) Grant awards shall be limited to any claimant, as defined in Section 99203 of the Public Utilities Code.
- (5) Grants shall require all of the following:
 - (A) A project match requirement equal to the percentage of Mills-Alquist-Deddeh Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code) funds expended for purposes other than transit, community transit services, pedestrian and bicycle, and transportation planning purposes, averaged over the three most recent fiscal years. The match requirement may not be less than 10 percent, and may not be more than 50 percent. However, no grant may be awarded to an applicant in any city, county, or city and county, in which funds that may be claimed by the applicant under the Mills-Alquist-Deddeh Act are expended for street and road purposes pursuant to subdivision (a) of Section 99400 of the Public Utilities Code in the same year as the year in which the application for a grant is made.
 - (B) A demonstration of maintenance of effort.
 - (C) A demonstration of financial ability to support ongoing operations of the public transportation services.
- (D) The department shall prepare a report describing the types of projects funded under the Rural Transit System Grant Program, which shall be submitted to the Legislature on or before June 30, 2002.
- (E) This section shall become inoperative on July 1, 2002, and, as of January 1, 2003, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2003, deletes or extends the dates on which it becomes inoperative and is repealed.

**AB 438 (Assembly Budget Committee) - Traffic Congestion Relief Program (TCRP)
Refinancing Plan (CHAPTER 113)**

- (1) Existing law continuously appropriates to the Treasurer the amounts identified in the Budget Act as having been deposited in the State Highway Account in the State Transportation Fund from federal transportation funds and pledged by the California Transportation Commission, for the purposes of

issuing federal highway grant anticipation notes (GARVEE Bonds) to fund transportation projects selected by the commission. Projects eligible for this special funding are limited to transportation projects that have been designated for accelerated construction by the commission. This bill provides that the category of projects eligible for GARVEE financing includes:

- (a) toll bridge seismic retrofit projects;
 - (b) projects approved for funding under the Traffic Congestion Relief Act of 2000; and
 - (c) projects programmed under the current adopted State Transportation Improvement Program or the current State Highway Operation and Protection Program.
- (2) Existing law establishes the Traffic Congestion Relief Fund (TCRF) in the State Treasury and appropriates the money in the TCRF (a) to the Department of Transportation for allocation, as directed by the California Transportation Commission, to the department and certain regional and local transportation entities for TCRP projects, (b) to the Controller for allocation to cities and counties for street and road maintenance, rehabilitation, and reconstruction, (c) to the Commission for the purposes of a funding exchange program, and (d) to the department for rehabilitation and repaving projects on state highways. Further, existing law requires the Controller to transfer revenues from the state sales tax on motor vehicle fuels on a quarterly basis from the General Fund to the Transportation Investment Fund (TIF) in the State Treasury. The Controller, for each quarter during the period commencing on July 1, 2001, and ending on June 30, 2006, is required to transfer or apportion specified amounts from the TIF to the TCRF, to the Public Transportation Account, to the Department of Transportation, to the counties, and to the cities for specified transportation purposes. This bill :
- (a) delays the transfers from the General Fund to the TIF by requiring the transfers to commence on July 1, 2003, and end on June 30, 2008.
 - (b) reduces the total amount to be transferred from the TIF to the TCRF by \$76.1 million.
 - (c) for the 2006-07 and 2007-08 fiscal years, requires the transfer from the TIF to the Department of Transportation for transportation capital improvement projects to be 80% of the amount remaining after the transfer to the TCRF for the listed transportation projects and, for that same period, would delete the transfer from the TIF to the cities and counties.
 - (d) for each of the 2001-02 and 2002-03 fiscal years, appropriates from the State Highway Account in the State Transportation Fund to the Controller 40% of the amount obtained by subtracting \$169.5 million from the state sales tax on motor vehicle fuels revenues, and requires the Controller to apportion the appropriated funds to cities, and counties in accordance with provisions in existing law relating to allocation of TIF funds.
 - (e) until July 1, 2008, authorizes the Department of Transportation to transfer funds as short-term loans among the State Highway Account, the TIF, the Public Transportation Account, and the TCRF, subject to those terms and conditions that the Director of Finance may impose upon those transfers.
- (1) The department shall submit quarterly and annual reports to the Joint Legislative Budget Committee, and to the fiscal and policy committees of the Legislature that consider transportation issues, on all loans and transfers authorized pursuant to Sections 14556.7 and 14556.8 for the most recent reporting period. The reports shall summarize amounts loaned and repaid during the reporting period and any outstanding balances at the end of the reporting period. The annual report required under this section shall be delivered to the Legislature by March 1 of each year and shall include information on and a discussion of the impact of all loans and transfers on project expenditures for each affected program.

Additionally, the annual report shall include the amount of loans outstanding as of the end of the reporting period and any actual or projected impacts of those loan balances on funds projected to be used for projects in the latest State Transportation Improvement Program fund estimate.

- (2) When loan balances authorized in this subdivision are outstanding, the Director of Transportation shall report the amounts of loans outstanding with respect to each fund or account as of the last business day of each quarter to the Commission. The Commission shall monitor the cash-flow loan program authorized in this section and shall provide guidance to the department to ensure that sufficient resources will be available for all projects and all other authorized expenditures from each fund or account so as to not delay any authorized expenditure. The Commission's annual report, beginning with the report for 2001, shall include (1) a summary of loans and transfers authorized under the bill, (2) a summary and discussion on the cash-flow and project delivery impact of those loans and transfers, and (3) a summary of any guidance the Commission has provided to the department to ensure that sufficient resources will be available for all projects from each account so as not to delay any expenditures.
- (f) authorize the Director of Finance to authorize, by executive order and to the extent necessary to provide adequate cash to fund projected expenditures for the TCRP projects, the transfer of not more than \$100 million as an interest free loan, from the Motor Vehicle Account in the State Transportation Fund to the TCRF, and the transfer of any available funds, as an interest free loan, from the General Fund to the TCRF. Loans from the Motor Vehicle Account are authorized only beginning July 1, 2004, and would be required to be repaid by July 1, 2007.
- (g) also provides for loans of a maximum cumulative amount of \$280 million to the TCRF from the Public Transportation Account and \$180 million from the State Highway Account for these purposes through the annual Budget Act, to be repaid by June 30, 2008, and June 30, 2007, respectively. The Department of Transportation, upon the request of the Commission or the Director of Finance, shall provide a report projecting the cash needs of the listed projects.
- (h) authorizes money in the TCRF derived from the General Fund and not currently needed for expenditures on the listed projects to be transferred to the General Fund through the annual Budget Act, and requires the Director of Finance, upon making a determination that funds in the TCRF are not adequate to support expected cash expenditures for the listed projects, to require, by executive order, that the funds transferred to the General Fund under this provision be repaid to the TCRF. These loans to the General Fund would be required to be repaid no later than June 30, 2006.

AB 608 (Dickerson) - Regional Transportation Planning Agency Funding (CHAPTER 815)

- (1) Under existing law, each regional transportation planning agency and each county transportation commission is required to adopt and submit to the California Transportation Commission and the Department of Transportation, not later than December 15, 2001, and December 15 of each odd-numbered year thereafter, a 5-year regional transportation improvement program. Those local transportation entities may request and receive an amount not to exceed 1/2 of one percent of their STIP regional share for the purposes of transportation project planning, programming, and monitoring. Those local transportation entities that are not receiving federal metropolitan planning funds may request and receive an amount not to exceed 2% of their regional share funds for these purposes.
- (2) This bill increases the maximum amount that may be requested and received by those entities for the above described purposes to 1% and 5%, respectively.

- (3) Existing law also requires state transportation funds available for regional improvement projects to be programmed by the California Transportation Commission in the 5-year state transportation improvement program (STIP) in accordance with certain formulas, including the north-south split and county shares. Existing law requires the programmed project amount in the STIP to be adjusted in certain cases.
- (4) This bill authorizes the adjustment by the Commission of a programmed project amount in the STIP if the construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

AB 631 (Oropeza) - Transportation Deficiencies Assessment (VETOED)

- (1) Existing law required the California Transportation Commission, in conjunction with the Department of Transportation, transportation planning agencies, county transportation commissions, and transportation authorities, to develop a 5-year state transportation improvement program for purposes of planning the appropriation and allocation of available transportation funds to state, regional, and local transportation projects, including a 5-year process for estimating the amount of state and federal funds to be available for those transportation projects.
- (2) This bill would have require the Commission, using information and analyses from existing plans developed by the department and regional transportation planning agencies, to prepare a statewide inventory of assessments of the condition, performance, and deficiencies of the state's transportation system, as described, every 5 years. The bill would require the commission to report to the Legislature on July 1, 2003, and on July 1 every 5 years thereafter.
- (3) The bill would have require the Commission to include a goods movement and transit equity assessment as part of the statewide inventory of assessments.

To Members of the California State Assembly:

I am returning Assembly Bill 631 without my signature.

This bill would require the California Transportation Commission (CTC), in conjunction with the Department of Transportation (Caltrans), and the state's regional transportation planning agencies, to prepare and submit to the Legislature a comprehensive transportation needs assessment every five years.

Two years ago, both the CTC and Caltrans completed and delivered an exhaustive transportation needs assessment which identified the same transportation needs that the study required by this bill would presumably identify. That study provided the public, Legislature, and my Administration, important information on the state's transportation infrastructure that is both current and relevant. To duplicate such an effort at this time would not be financially prudent.

Nonetheless, as an ongoing transportation needs assessment and report as envisioned by this bill would be useful to transportation policymakers at all levels of government. Accordingly, I am directing the Secretary of the Business, Transportation and Housing Agency and the Director of Caltrans to provide recommendations on the types of fiscal and operational requirements that would be useful in developing such a report, as well as other information that would be beneficial to transportation policymakers.

Sincerely,

GRAY DAVIS

AB 910 (Wayne) - Wildlife Conservation Easements (CHAPTER 863)

This bill requires that prior to the initiation of condemnation proceedings against a wildlife conservation easement acquired by a state agency, the governmental entity shall give notice to the holder of the easement, provide an opportunity for the holder of the easement to consult with the governmental agency, provide the holder of the easement the opportunity to state its objections to the condemnation, and provide a response to the objections. In condemnation proceedings initiated by a governmental entity against a wildlife conservation easement acquired by a state agency, the condemning governmental entity shall be required to prove by clear and convincing evidence that its proposed use satisfies the requirements of Article 6 (commencing with Section 1240.510) or Article 7 (commencing with Section 1240.610) of Chapter 3 of Title 7 of Part 3 of the Code of Civil Procedure.

AB 1335 (Cohn) - Regional & Local Funds: Letter of No Prejudice (CHAPTER 908)

This bill authorizes a regional or local entity that is a lead applicant agency for a Traffic Congestion Relief Program (TCRP) project to apply to the Commission for a letter of no prejudice for the project. If approved by the Commission, the letter of no prejudice allows the regional or local entity to expend its own funds for any component of the TCRP project before funds are allocated by the Commission and be reimbursed by the state.

AB1564 (Cardenas) - Contracts With Native American Tribes (VETOED)

Existing law authorizes the Department of Transportation to enter into a cooperative agreement with a city, county, or other public entity for the performance of work by the department or by the city, county, or other public entity, or for the apportionment of the expense of the work between the department and the city, county, or other public entity, if the California Transportation Commission or other public entity has allocated any funds for the construction, improvement, or maintenance of any portion of a state highway within the city or county. The department is authorized to enter into a cooperative agreement with a city, county, or other public entity to perform professional and technical project development services, if the department determines that the city, county, or other public entity in which the project is located has qualified and available staff to perform the necessary project services.

This bill would have included any federally recognized Indian tribe within the definition of "public entity" for the purposes of the provisions of existing law authorizing the department to enter into cooperative agreements. The bill also would have required that any such cooperative agreement with an Indian tribe contain an enforceable method of reimbursing the department for its costs and be consistent with all statutory requirements and regulations relating to highway construction, improvement, and project development or maintenance .

To Members of the California State Assembly:

I am returning Assembly Bill 1564 without my signature.

This bill would include any federally recognized Indian tribe within the definition of "public entity" for the purposes of authorizing Caltrans to enter into cooperative agreements for state highway construction, improvements, or maintenance projects. However, the bill makes no provision to ensure that projects for Indian tribes won't supercede projects planned in the State Transportation Improvement Program (STIP), and it doesn't contain sufficient safeguards or specific requirements to ensure that both local and regional transportation plans are not negatively affected by tribal funded and supported projects.

In vetoing similar legislation last year, I stated that "it is imperative that the greater community be given the opportunity to participate in the issues surrounding the proposed highway

developments." This bill would interject the state into local land use and planning decisions best left to local communities and governments.

Sincerely,

GRAY DAVIS

AB 1705 (Committee on Transportation) - Funding Exchange Program (CHAPTER 512).

Existing law authorizes the California Transportation Commission to offer to exchange funds from the Traffic Congestion Relief Fund for regional surface transportation program and congestion mitigation and air quality program apportionments received as local assistance by regional transportation planning agencies. The Department of Transportation is required to repay to the fund all funds received as federal reimbursements for funds exchanged as they are received from the Federal Highway Administration.

This bill instead requires the department to repay from the State Highway Account in the State Transportation Fund to the Traffic Congestion Relief Fund all funds received as federal reimbursements, as they are received, for funds exchanged under the exchange program, except that the repayments are not required to be made more frequently than on a quarterly basis.

AB 1706 (Committee on Transportation) - Transportation (CHAPTER 597)

Existing law authorizes the California Transportation Commission to offer to exchange funds from the Traffic Congestion Relief Fund for regional surface transportation program and congestion mitigation and air quality program apportionments received as local assistance by regional transportation planning agencies. The Department of Transportation is required to repay to the fund all funds received as federal reimbursements for funds exchanged as they are received from the Federal Highway Administration.

This bill instead requires the department to repay from the State Highway Account in the State Transportation Fund to the Traffic Congestion Relief Fund all funds received as federal reimbursements, as they are received, for funds exchanged under the exchange program, except that the repayments are not required to be made more frequently than on a quarterly basis.

Existing law authorizes the relinquishment to the City of Downey of the portion of Route 19 located between Gardendale Street and Telegraph Boulevard, upon terms and conditions the commission finds to be in the best interests of the state. This bill, instead, authorizes the relinquishment to the City of Downey of the portion of Route 19 located between Century Boulevard and Telegraph Road within that city, upon terms and conditions the Commission finds to be in the best interests of the state and pursuant to the terms of a cooperative agreement between the city and the Department of Transportation. The bill would similarly authorize the relinquishment to the City of Bellflower of the portion of Route 19 located between the southerly city limit of the City of Bellflower near Rose Avenue and Foster Road within that city. Each relinquishment would become effective immediately following the county recorder's recordation of the relinquishment resolution containing the Commission's approval of the terms and conditions of the relinquishment.

AB 1707 (Committee on Transportation) - Transportation (CHAPTER 739)

Existing law declares the Legislature's intent, commencing July 1, 1991, to allocate \$10,000,000 annually for 10 years to the Environmental Enhancement and Mitigation Demonstration Program Fund to be used for making grants to local, state, and federal agencies and nonprofit entities that undertake projects to mitigate transportation facilities. This bill requires that notwithstanding any other provision of law, the Department of Transportation shall extend the completion to June 30, 2004, for the Environmental

Enhancement and Mitigation project for the Tahoe City Public Utility District (Project No. 98-38; Agreement No. 03-98-12).

SB 670 (Poochigian) - Street and Road Maintenance (VETOED)

The bill would have required that:

- (1) The Commission, in conjunction with the department, and in cooperation with regional and local transportation planning agencies, to survey all counties to determine:
 - (A) How many county roads have been converted from a pavement surface to a gravel surface during the period from January 1, 1997, to December 31, 2001, or
 - (B) Are scheduled to be converted from a pavement surface to a gravel surface during the period from January 1, 2002, to January 1, 2007, and
 - (C) To request the reasons and causes for conversion from a pavement surface to a gravel surface and whether those factors are unique to the particular area of the state.
- (2) The bill would require the commission to prepare a report on its findings, to seek the cooperation and assistance of regional and local transportation planning agencies and, to the extent it determines to be feasible, to use road condition and financial data already in existence or contained in previously completed reports or surveys.
- (3) The bill would require the commission to submit the report to the Legislature on or before March 31, 2002.

To Members of the California State Senate:

I am returning Senate Bill 670 without my signature.

This bill would require the California Transportation Commission (CTC), in conjunction with the Department of Transportation (Caltrans) and regional and local transportation planning agencies, to determine how many county roads have been or will be converted from pavement to gravel and to report to the Legislature by March 31, 2002.

Chapter 91, Statutes of 2000 (AB 2928), the Traffic Congestion Relief Act of 2000, diverted the sales tax that is levied on motor vehicle fuels to transportation purposes for six years. Although the Budget Act of 2001 refinanced the Traffic Congestion Relief Program, funding for local streets and road maintenance was held harmless. The program provides nearly \$1.5 billion over six years for local streets and roads maintenance. Until the multi-year effects of this additional funding are felt, it would be premature to conduct the survey proposed in this bill.

Sincerely,

GRAY DAVIS

SB 690 (Costa) - Transportation: High-speed Rail Service (VETOED).

Existing law, known as the California High-Speed Rail Act, requires the High-Speed Rail Authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with the state's existing intercity rail and bus network, consisting of interlinked conventional and high-speed rail lines and associated feeder buses.

This bill would have limited certain statutory activities of the authority, concerning high-speed rail operations, to high-speed rail systems and technologies that, have been in service for a minimum period of

time, have verifiable construction methods and costs, have verifiable operating and maintenance costs, performance, and maintenance history, and can be implemented in segments.

To Members of the California State Senate:

I am returning Senate Bill 690 without my signature.

This bill would limit the activities of the California High-Speed Rail Authority to proven high-speed rail systems and technologies, thereby removing from consideration for the development of a statewide system, the deployment of other technologies such as magnetic levitation.

The bill is premature and I do not believe that we should remove from consideration, during the preliminary planning stages, any potential technology options for California's future statewide high-speed rail system.

For these reasons, I am returning the bill.

Sincerely,

GRAY DAVIS

SB 759 (Murray) - ACA 4, Transportation: Traffic Congestion Relief (CHAPTER 911).

This bill, on and after the date that Assembly Constitutional Amendment No. 4 is approved by the voters, requires the Department of Finance to prepare an annual audit report examining any expenditures made pursuant to the allocations authorized under proposed Article XIX B of the California Constitution. The bill would require the report to be made available to the public and to be submitted to both houses of the Legislature.

The bill requires all ballots for the election during which ACA 4 is submitted to the voters for approval to contain the following ballot statements and labels.

"TRANSPORTATION CONGESTION IMPROVEMENT ACT. ALLOCATION OF EXISTING MOTOR VEHICLE FUEL SALES AND USE TAX REVENUES FOR TRANSPORTATION PURPOSES ONLY. LEGISLATIVE CONSTITUTIONAL AMENDMENT."

In the same square under those words, the following in 8-point type: "Requires, effective July 1, 2003, existing revenues resulting from state sales and use taxes on the sale of motor vehicle fuel be used for transportation purposes as provided by law until June 30, 2008. Requires, effective July 1, 2008, existing revenues resulting from state sales and use taxes be used for public transit and mass transportation; city and county street and road repairs and improvements; and state highway improvements. Imposes the requirement for a two-thirds of the Legislature to suspend or modify the percentage allocation of the revenues. (At this point, the Attorney General shall include the financial impact summary prepared pursuant to Section 9087 of the Elections Code and Section 88003 of the Government Code)."

**RCTF ISSUES AND OBJECTIVES
Report for November 16, 2001**

Issue/Objective

CTC Representative SB 45 Implementation Changes Interregional Transportation Strategic Plan (ITSP) Rural Transit (FTA 5310, Welfare to Work, CalACT)	Darin Grossi, Tuolumne
Formulas for Distribution of Local Road Funds SB 45 Project Monitoring/Reporting Database	Walt Allen, Monterey
Increase PPM Funds RSTP/CMAQ/TEA Project Delivery Committee RCTF Dues	Dan Landon, Nevada
Local Road Rehab Funding & STIP Protection Intelligent Transportation Systems (ITS) Applicability to Rural Counties TEA Advisory Committee	Phil Dow, Lake & Mendocino
Formulas for Distribution of Local Road Funds California Transportation Investment Strategy (CTIS) ITS Applicability to Rural Counties	George Dondero, Calaveras
Committee to Review Changes to Local Assistance And Guidelines Manual	Liz Levine, Madera
City/County/Caltrans/FHWA Coordinating Group and Local Assistance "Enhanced Training Committee"	Spencer Clifton, Humboldt
State Planning Guidelines Development Quality Team Clarify/Improve OWP Process Interregional Strategic Transportation Plan (ITSP)	Charles Field, Amador
Local Road Rehab Funding & STIP Protection Federal Aid Project Streamlining (AB 1012) Civil Rights Review Title 9 TEA-3 Federal Reauthorization	Celia McAdam, Placer