

CALIFORNIA RURAL COUNTIES TASK FORCE

CELIA McADAM, CHAIR
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AGENDA **MAY 17, 2002** **12:30 pm**

*Note Change in
Location!
See below for important
parking information*

SACOG Board Room
3000 S Street, Room 200
Sacramento, CA

- | | | | |
|----------|----|--|--|
| 12:30 pm | A. | Self Introductions | |
| 12:35 pm | B. | Approval of Minutes from March 15, 2002 | P. Couch |
| 12:40 pm | C. | Linking Land Use and Transportation: Survey of Current Practices | Commissioner Kirk
Lindsay/CTC staff |
| 1:10 pm | D. | 2002 STIP Amendments
a. Recap of May 16 CTC Workshop | D. Brewer |
| 1:45 pm | E. | Legislative Issues
a. AB 2275
b. AB 2427
c. SB 1213
d. SB 1262
e. SB 1768 | C. Oldham
C. McAdam
W. Lujan |
| 2:10 pm | | BREAK | |
| 2:20 pm | F. | Federal Aid Project Streamlining Survey Results | C. McAdam |
| 2:30 pm | G. | California Consensus Principles for TEA 21 Reauthorization | C. McAdam |
| 2:40 pm | H. | CTIPS Demonstration | Kurt Scherzinger |
| 3:00 pm | I. | RCTF Conference Proposal | Pete Spaulding |
| 3:15 pm | J. | Status Report on RCTF Issues | See attached list |
| 3:30 pm | | Announcements | |
| 3:40 pm | | Adjourn | |

SACOG PARKING INFORMATION: **Don't park in the Sacramento Natural Foods parking lot adjacent to SACOG - they will tow you!** Instead, park at the lot under the freeway on S Street between 29th and 30th. For those more local, there is a light rail stop at R and 30th Streets, approximately one block north of SACOG.

Item B

DRAFT
California Rural Counties Task Force
March 15, 2002
Meeting Minutes

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To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: Linking Land Use and Transportation: Survey of Current Practices

Issue

CTC Chair Dianne McKenna has created a new Committee on Land Use and Transportation, appointing Commissioner Kirk Lindsay as the Chair. The Committee also includes Chair McKenna, and John Ferrera of Business, Transportation, and Housing as an ex officio member.

The purpose for the Committee is to explore ways to link land use and transportation, and how the CTC can help in furthering these efforts.

Discussion

Before the CTC begins looking at potential programs or policies, they felt it would be productive to know what is already being done. Therefore, Commissioner Lindsay has requested that RCTF members bring the following information to our May 17 meeting:

1. Any examples of policies or practices that link land use and transportation that have been put into action in your area, and
2. Any information on how those policies have affected land use and transportation decisions.

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To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: 2002 STIP Amendments
a. Recap of May 16 CTC Workshop

Issue

Although the 2002 STIP was adopted on April 4, there are still a number of issues outstanding. These issues include:

- How to deal with unprogrammed balances
- How to accommodate future STIP amendments
- How to address the cost increases resulting from respreading of projects to later years
- How to allocate programming capacity as it comes available
- How to fulfill commitments to counties regarding their unprogrammed balances
- How to offer some certainty to project sponsors that projects identified for State only funding will receive it

Discussion

The CTC is holding a workshop on May 16 (see attached invitation) to discuss these issues. David Brewer will provide a recap of the discussion, as well as the outcomes and implications for rural agencies, at our RCTF meeting.

DIANNE McKENNA, Chair
R. K. LINDSEY, Vice Chair
BOB BALGENORTH
JEREMIAH F. HALLISEY
ALLEN M. LAWRENCE
JOHN R. LAWSON
ESTEBAN E. TORRES

SENATOR KEVIN MURRAY, Ex Officio
ASSEMBLYMAN JOHN DUTRA, Ex Officio

DIANE C. EIDAM, Executive Director

STATE OF CALIFORNIA



GRAY DAVIS
GOVERNOR

CALIFORNIA TRANSPORTATION COMMISSION

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April 25, 2002

To: Regional Transportation Planning Agencies

From: Dianne McKenna, Chair

A handwritten signature in cursive script that reads "Dianne".

Subject: May 16, 2002 STIP Amendment Workshop

The California Transportation Commission has scheduled a special workshop to review the Commission's policy and strategy for approving STIP amendments, particularly over the next six months.

When the Commission adopted the 2002 STIP on April 4, 2002, the unprogrammed STIP reserve capacity was at \$123 million, and the Commission stated its intent to program that reserve capacity through STIP amendments by October 3, 2002. It appears that the demand for STIP amendments will far exceed this capacity. According to the CTC Staff Recommendations, regions collectively identified about \$185 million in future intended STIP amendments in their RTIPs. The total of unprogrammed county shares now stands at about \$650 million.

This special workshop will address six key issues identified by the regional agencies at the Commission's April meeting:

1. How to program the remaining \$123 million.
2. How to accommodate future STIP amendments.
3. How to address cost increases.
4. How to fulfill commitments to counties with unprogrammed balances.
5. How to allocate additional programming capacity as it may become available.
6. How to offer some certainty to project sponsors that they will receive State-only funds if their project(s) have been identified as State-only funded.

The workshop is scheduled for:

May 16, 2002, 1:30 p.m.-3:30 p.m.

**Fraternity Room, 3rd Floor, Capitol Plaza Building
1025 9th Street, Sacramento**

The Commission invites all transportation planning agencies and county transportation commissions to participate in the workshop and asks each participating agency to designate a single representative. To participate, please contact Patti Lowry of the Commission office and tell her who your representative will be. You may reach her by phone at 916-653-2066 or e-mail Patti.Lowry@dot.ca.gov.

I look forward to meeting with you on May 16.

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

Issue

There are a number of bills currently introduced in the State Legislature that have bearing on the rural county transportation issues.

Discussion

AB 2275 (Aanestad) - Provides guidelines for the use of STIP dollars for road rehabilitation.

AB 2427 (Dickerson) - Specifically allows for the contracting out of right of way services for STIP projects

SB 1213 (Alpert) - Regulates/restricts Caltrans' ability to enter public-private partnerships

SB 1262 (Torlakson) - Requires 5% of Regional Choice funds go to "Smart Growth" projects

SB 1768 (Murray) - Permits Caltrans to nominate projects to regional agencies for Regional Choice funding

The current status of each of these bills will be provided at the meeting. While the RCTF does not generally take positions on legislation, individual members may consider this information for action by their own Boards.

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To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: Federal Aid Project Streamlining Survey Results

Issue

Led by Terry Abbott of Caltrans Local Assistance, the Federal Aid Project Streamlining Team has been meeting over the past year to find ways to make it easier to get through the Federal process and get projects built. The focus has been on small projects, though larger projects may also benefit.

Discussion

One focus of the Streamlining Team is to find out what various areas are doing to move Federalized projects along faster, then distributing the information so others might be able to apply it to their own projects. A survey was sent out last fall, with approximately 15 regions responding.

A series of one-page sheets that summarize some of these streamlining techniques that were gleaned from the survey results have been developed. The information is designed to be brief and to the point, with examples of agencies that have used the technique in their area.

Packages of these summary sheets will be distributed at the RCTF meeting.

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To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: California Consensus Principles for TEA 21 Reauthorization

Issue

Business, Transportation, and Housing Secretary Maria Contreras-Sweet convened a series of meetings with representatives of various transportation interests throughout California to develop a consensus policy for TEA 21 Reauthorization. The purpose of this effort is for all of California's 52 congressmen and 2 senators to have a unified stance on the issue as it comes up for discussion in Congress.

Discussion

Attached are the California Consensus Principles for TEA 21 Reauthorization. These have been endorsed by a number of regional agencies throughout the state, and have been forwarded to California's congressional delegation. These principles address equity, streamlining, and increased funding levels.

**TRANSPORTATION EQUITY ACT FOR THE
TWENTY-FIRST CENTURY
(TEA 21)**

PRINCIPLES FOR REAUTHORIZATION

California's transportation system is the gateway for the economic engines within the state that drive the national economy and for the largest proportion of the goods and services that link the United States with its global markets. The efficiency, security, and quality of California's transportation system directly affect the economic wellbeing of every other state in the nation. Reauthorization of TEA 21 provides an opportunity to strengthen transportation's key role in supporting national security and the global economic competitiveness of the United States in the 21st Century. The following are California's principles in furthering that goal:

Funding

- Increase funding levels by raising annual obligation limits and spending down the unobligated balances in the Highway Trust Fund.
- Maintain the guaranteed funding levels and "firewalls" established in TEA 21 that match transportation expenditures to transportation revenues.
- Retain the Revenue Aligned Budget Authority (RABA) mechanism, but distribute the proceeds consistent with the historical split of gas tax proceeds both to the Highway and Mass Transit Accounts.
- Develop a mechanism to use available Highway Trust Fund balances to dampen the large swings in funding that could result from negative RABA adjustments. There should not be a major reduction in funding levels when Highway Trust Fund balances are high and can be used to mitigate negative RABA adjustments.
- Allow for easier access to and/or flexibility in qualifying projects from approved Regional Transportation Plans for innovative financing. This effort would include the modification of regulations and/or incentives for innovative financing arrangements including increased capitalization of infrastructure banks, debt-financing flexibility, direct treasury financing, access to public-private joint ventures, and the broadening of eligibility rules of the innovative financing program.

Program Structure

- Continue the basic program structure instituted by ISTEA that provides state, regional, and local officials the flexibility to allocate federal funds to a range of highway, transit, local road, and bicycle/pedestrian improvements based on needs.

- Remove barriers to funding projects and programs that promote more efficient operation of the existing transportation system, such as deleting the three-year limit on the use of CMAQ funds and the varying local match requirements among different transportation programs.
- Concentrate any increased funding in the existing highway and transit formula and capital investment programs. Refrain from creating any new discretionary programs beyond those currently authorized by law.
- Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality, and provide for the mitigation of congestion and environmental effects of such movements. Support this effort by using Highway Trust Fund dollars or other Federal funding sources for programmatic increases in excess of current authorizations.

Equity

- Ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy.
- Oppose efforts to impose an arbitrary funding “cap” on the disbursement of formula or discretionary federal transit funds to any state.

Expediting Project Delivery

- Link permitting agency review and approval to environmental review processes for environmentally responsible and expeditious project delivery. Federal agencies should coordinate policy and share financial and staff resources to integrate and expedite use of authorized funds to meet local, state, and national transportation and environmental priorities.
- Provide states with financial incentives such as enhanced and coordinated funding to assure the use of integrated review and planning procedures.
- Pursue a California pilot program demonstrating coordination of effort and funding between the state and federal permitting agencies and regulatory structures.

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To: Rural Counties Task Force Participants
From: Celia McAdam, Chair
SUBJECT: CTIPS Presentation

Issue

The CTIPS project is designed to provide on-line access to information on project status.

Discussion

Kurt Scherzinger of Caltrans will provide a demonstration of CTIPS and its operations at our RCTF meeting, and answer questions.

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To: Rural Counties Task Force Participants

From: Celia McAdam, Chair

SUBJECT: RCTF Conference Proposal

Issue

The RCTF has had ongoing discussions about holding a conference to enable in-depth discussion of issues and problems shared by rural transportation agencies, and provide education to member agency staff.

Discussion

Pete Spaulding of CalACT has an annual conference, with the 2002's to be held October 15-18 at the Konocti Harbor Resort in Lake County. Mr. Spaulding has proposed there would be an opportunity for sharing conference activities between RCTF and CalACT. Discussion will focus on the group's interest in pursuing this conference proposal, and how the activities might be structured.

**RCTF ISSUES AND OBJECTIVES
Report for May 17, 2002**

Issue/Objective

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
RSTP/CMAQ/TEA Project Delivery Committee	Dan Landon, Nevada
Local Road Rehab Funding & STIP Protection TEA Advisory Committee	Phil Dow, Lake & Mendocino
Formulas for Distribution of Local Road Funds California Transportation Investment Strategy (CTIS)	George Dondero, Calaveras
City/County/Caltrans/FHWA Coordinating Group and Local Assistance "Enhanced Training Committee"	Spencer Clifton, Humboldt
Interregional Strategic Transportation Plan (ITSP)	Charles Field, Amador
Local Road Rehab Funding & STIP Protection Federal Aid Project Streamlining Civil Rights Review Title 9 TEA-3 Federal Reauthorization	Celia McAdam, Placer