

STATEWIDE TRANSPORTATION SYSTEM NEEDS ASSESSMENT

San Diego Workshop – May 17, 2012

Workshop Notes

PRINCIPLES

- Unified statewide solution
 - Look at system preservation as specific focus in rural areas; projects that reduce GHG are SB 375 focus in urban areas
- Equity in distribution of new revenues, benefitting north and south, urban, suburban and rural users alike
- New revenue should be borne by all users
- Focus on system preservation
- Sources should be stable and reliable
- Provide flexibility in use of certain funding sources in order to obtain adequate funding for needed projects
- Use SCSs and other policy documents as basis for identifying high-priority (Tier 1) projects in the Statewide Transportation System Needs Assessment, and developing revenue sources that are tied directly to funding these Tier 1 projects
 - Need to clarify how this type of prioritization would relate to priorities contained in individual RTPs
- Make sure that funding sources are identified for operations and maintenance before new projects are built – this is important at both the state level and local level
- Recognize that we can't build our way out of congestion through highway expansion alone

POSSIBLE REVENUE SOURCES

- Gas tax indexing
- Sales tax on gas
- Reducing voting threshold for local sales tax measures
- Annual vehicle registration fee
- VMT fee:
 - Consider pilot projects in California
- State infrastructure bonds
- Local APCDs can implement vehicle license fee surcharge
- City of San Diego can levy property tax for public transportation
- "Pay as you drive" system
- Support for federal programs such as New Starts and Small Starts

POSSIBLE REVENUE SOURCES CONTINUED

- TIFIA funding
- Airports
 - Passenger Service Charges – Congress should increase \$4.50 cap
- Goods movement – establish user fees (possibly based on value of cargo) to create national fund for GM projects
- Use of cap-and-trade revenue for transportation projects that lead to reduced GHG emissions
 - Consider that some % of cap-and-trade revenues will come from fuel surcharges
- State legislation to enable parking fees
- State should provide flexibility in Infrastructure Financing Districts (IFD) to allow funding to be used for transit operations
- Flexibility to subregional financing districts for “Quality of Life” funding measures
- Allow developer fees to count toward “match requirements” for federal and state funding sources
- Consider revenue sources that would tie directly to strategies contained in regional SCSs
- Get school districts to pay for costs of needed sidewalks for existing and new schools through incentives
- Recognize that rural counties have unique challenges in using self-help tax measures
 - Need to consider allocating greater share of state resources to rural roads
 - Rural counties provide water to urban areas
- Article 19 – provide flexibility for use of gas tax funds for public transportation
- ¼ cent sales tax on new vehicles to fund transit

OTHER IDEAS

- Greater focus on active transportation:
 - Consider public health benefits and possible linkages that would build public support for funding active transportation projects – collaboration with County Public Health Departments
- Toll roads and Public Private Partnerships:
 - Need to eliminate “roadblocks” to these types of projects

POLICY RECOMMENDATIONS

- Article 19 – provide flexibility for use of gas tax funds for public transportation (*Federal*)
- Incentivize cargo shifts from trucks to rail (*Federal, State*)
- Establish overall user fees on cargo that can be used to expand needed Goods Movement projects regardless of mode (*Federal, State*)
- Oppose proposed change to formula for allocating transportation funding in MAP - 21 to tribal nations that would be disadvantageous to California tribes (*Federal*)
- Support alternative project delivery methods, such as design-build, design sequencing, and construction manager / general contractor (CMGC) – (*Federal, State*)
- Strengthen NEPA delegation to the State, and possibly delegation from State to regions (*Federal, State*)
- Legislation to allow streamlining of CEQA implementation for transportation projects (*State*)
- Identify effective and efficient approaches for implementing Title VI requirements (*Federal, State*)
- Streamlining of review requirements for safety and maintenance projects by Caltrans; also streamlining for projects in existing rights-of-way (which have already received environmental review when project was first built) – possibly CEQA exemptions for these projects (*State*)
- Pilot project at Federal level that would allow CEQA review to also meet NEPA requirements (take NEPA delegation to the next level) – (*Federal*)
- Policies to incentivize bicycle and pedestrian projects in conjunction with highway projects, and also making sure that maintenance requirements are addressed up-front (*State, Regional*)
 - Include performance measures and performance goals relating to inclusion of bicycle and pedestrian improvements; relate to public health goals
- Provide resources to improve existing roads to make them operate more efficiently (*Federal, State, Regional*)
- Policies that recognize unique needs of urban areas, while also recognizing needs of rural areas (*Federal, State*):
 - Rural needs are focused on safety and maintenance of existing system
- Revise Prop 13, pooled increase limit vs. individual, incentivize living closer to work (*State*)
- Set minimum floor for allocation of state cap and trade revenues to transportation projects (*State*)
- Initiate a pilot project to implement VMT fee in California (*State*)

OTHER CONCERNS / ACTION ITEMS

- Make sure tribal nations are represented in this process as it moves forward (Marty / NAAC)
- Review and update information in High Speed Rail chapter of STSNA (Bimla, HSRA)
- Consider allowing freight on HSR corridor (Bimla)
- Look at OCTA's set of project streamlining recommendations (Bimla, Norma)

May 17, 2012 Workshop Handouts

Agenda

Policy Recommendations Examples

California State Association of Counties Principals and Funding Recommendations Email

Barona Band of Mission Indians Chairman's Statement Email

Rural Counties Task Force Representative's Email

Agenda

2011 Statewide Transportation System Needs Assessment Workgroup Meeting

May 17, 2012

12:30 pm to 3:30 pm

San Diego Association of Governments

SANDAG Board Room

401 B Street, 7th Floor

San Diego, CA 92101

Teleconferencing Available

Call-in Number: 713-576-2028

Participant Code: 167338

Meeting called by: Bimla Rhinehart, Executive Director
California Transportation Commission

Attendees: 2011 Statewide Transportation System Needs Assessment Workgroup Members

Agenda topics

12:30 pm	Introductions	All
	Meeting Purpose	Bimla Rhinehart
	Brainstorming Session - Local, State and Federal Policy Recommendations	Bimla Rhinehart All
	Action Items / Deliverables	Bimla Rhinehart
	Next Steps – Future Meetings, Locations & Milestones	Bimla Rhinehart
3:30 pm	Adjourn	

Policy Recommendations

Examples

Local Level

Revenue

- Maximize opportunities to leverage local transportation sales tax revenues to attract additional state and federal funds to the region for transportation and related infrastructure improvements.
- Support enactment of sustainable funding sources adequate for maintenance and rehabilitation of highways, streets and roads and operation and maintenance of transit services for the region.
- Leverage locally available funding with innovative financing tools (e.g., tax credits and expansion of Transportation Infrastructure Finance and Innovative Act (TIFIA)) to attract private capital and accelerate project delivery.
- Promote National and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources.
- Promote funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing the pivotal role regions play in domestic and international trade.
- Support legislation that lowers the voter threshold for local transportation sales tax measures to 55%.

Process Improvement (Streamlining)

- Simplify and add flexibility to the overall funding structure when putting new financing tools or changes to the financing structure into place.
- Promote incentives and technical assistance to local governments to encourage projects and programs that balance the needs of the region.

Prioritization

- Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.

State Level

Revenue

- Support state legislation that provides additional gas tax funding, or equivalent funding from another revenue source, which is needed to implement projects.
- Establish a user fee-based program to fund transportation infrastructure to accommodate increases in Goods Movement activities.
- Support state legislation that provides the legal framework for expanded public/private partnerships for specific toll projects.
- Support state legislation that provides indexing of gas tax revenues to keep pace with inflation either by increasing the gas tax at regular intervals based on increases in the Construction Cost Index or by changing the tax from a per-gallon basis to a percentage basis so that revenues increase with the price of fuel.
- Establish a user-based system that better reflects the true cost of transportation, provides firewall protection for transportation funds, and ensures an equitable distribution of costs and benefits.
- Enact legislation that lowers the voter threshold for local transportation sales tax measures to 55%.

Process Improvement (Streamlining)

Prioritization

- Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.

Federal Level

Revenue

- Adopt a long-range approach to funding the surface transportation system such as a fess on vehicle miles traveled (VMT).
- Increase the revenue into the Highway Trust Fund by using a tax similar to sales tax and index this rate to the consumer price index.
- Maintain or increase the level of revenue flowing into the Highway Trust Fund by increasing the federal gas tax rate and/or eliminating transfers of tax exemptions that shift transportation revenues to other purposes.
- Support federal legislation that provides additional gas tax funding, or equivalent funding from another revenue source, which is needed to implement projects.
- Support federal legislation that provides the legal framework for expanded public/private partnerships for specific toll projects.
- Support federal legislation that provides indexing of gas tax revenues to keep pace with inflation either by increasing the gas tax at regular intervals based on increases in the Construction Cost Index or by changing the tax from a per-gallon basis to a percentage basis so that revenues increase with the price of fuel.
- Seek at an appropriate opportunity a federal Value Pricing Pilot Program grant from the Federal Highway Administration to examine road and auto pricing options, such as, high occupancy toll lanes or bridges, pay-at-the pump auto insurance or auto loans.
- Support maximum flexibility to states for use of both and conventional and innovative funding and financing tools, such as tolling to cover the costs of additional highway capacity and pricing strategies to manage our current system to provide critical financing options to supplement limited resources.
- Dedicate federal freight funding that provides matched for state and local resources specifically focused on goods movement infrastructure projects.

Process Improvement (Streamlining)

Prioritization



DeAnn Baker
<dbaker@counties.org>
05/17/2012 01:14 PM

To Bimla Rhinehart <bimla_rhinehart@dot.ca.gov>, <Annette_Gilbertson@dot.ca.gov>
cc
bcc
Subject Principles & Funding Recommendations

Bimla and Annette,
Attached is the document that contains the recommended principles and potential revenue options mentioned at the SANDAG Workshop. I highlighted the 3 principles mentioned that are relevant to the Statewide Needs Assessment. The revenue options mentioned are also included in the document.
Thanks in advance.
DeAnn

DeAnn Baker
Senior Legislative Representative
Director of CEAC Affairs
California State Association of Counties
1100 K Street, Suite 101
Sacramento, CA 95814
(916) 650-8104
(916) 441-5507 - Fax
dbaker@counties.org
www.csac.counties.org



TransRev_MemoPacket.pdf



1100 K Street
Suite 101
Sacramento
California
95814

Telephone
916.327-7500

Facsimile
916.441.5507

May 31, 2012

To: CSAC Housing, Land Use, and Transportation Policy Committee

From: Mike Penrose, Chair, CEAC Transportation Committee
DeAnn Baker, CSAC Senior Legislative Representative
Kiana Buss, CSAC Senior Legislative Analyst

Re: **Recommendations for New Transportation Revenues**

Background

During the CSAC Housing, Land Use, and Transportation Policy Committee (HLT Committee) meeting in November 2011, after a presentation on the California Transportation Commissions' Statewide Transportation System Needs Assessment Report (CTC Report), Chair, Supervisor Efren Carrillo (Sonoma County), directed staff to develop a list of revenue options for the HLT Committee to consider to address California's enormous and still growing needs on the transportation network. As reported to the HLT Committee, the CTC Report found that the total cost of system preservation, system management, and system expansion over a ten-year period in California is roughly \$536.2 billion. With a total estimated revenue of \$242.4 billion over the same period, Californians are facing a \$293.8 billion shortfall in order to bring the transportation network into a state of good repair and maintain it in that condition into the future.

CSAC staff has worked with the County Engineers Association of California (CEAC) to develop a list of possible revenue sources for new transportation funding. In addition to developing the list of possible revenue sources, the CEAC Transportation Committee developed a set of principles for evaluating each possible revenue stream to see how well each option fits within existing CSAC policy and the goals of the HLT Committee and Association as a whole. Staff has also listed the major pros and cons related to each possible revenue stream.

After an in-depth discussion on eleven various revenue options, CEAC agreed that four in particular were the most appropriate to fund the transportation needs that are most important to counties (i.e. local streets and roads, state system, and transit). They are listed in alphabetical order and do not reflect any sense of priority.

Principles

- I. **Unified Statewide Solution.** All transportation stakeholders must stand united in the search for new revenues. Any new revenues should address the needs of the entire statewide transportation network.
- II. **Equity.** New revenues should be distributed in an equitable manner, benefiting both the north and south and urban, suburban, and rural areas alike.

- III. **System Preservation.** Given the substantial needs for all modes of transportation, a significant portion of new revenues should be focused on system preservation. Once the system has been brought to a state of good repair (the most cost effective condition to maintain the transportation network), revenues for maintenance of the system would be reduced to a level that enables sufficient recurring maintenance.
- IV. **All Users Based System.** New revenues should be borne by all users of the system from the traditional personal vehicle that relies solely on gasoline, to those with new hybrid or electric technology, to commercial vehicles moving goods in the state, and even transit, bicyclists, and pedestrians who also benefit from the use of an integrated transportation network.
- V. **Alternative Funding Mechanisms.** Given that new technologies continue to improve the efficiency of many types of transportation methods, transportation stakeholders must be open to new alternative funding mechanisms. Further, the goal of reducing greenhouse gases is also expected to affect vehicle miles traveled, thus further reduce gasoline consumption and revenue from the existing gas tax. The existing user based fee, such as the base \$0.18-cent gas tax is a declining revenue source. Collectively, we must have the political will to push for sustainable transportation revenues.

Local Streets and Roads Revenue Options

- I. **Gas Tax Increase and Indexing.** Increase the excise tax on gasoline and/or index the new revenues along with the base \$0.18-cent gas tax to keep pace with inflation. Another option is to just index the existing \$0.18 base portion of the gasoline tax. Per every one-cent gas tax increase, approximately \$150 million is generated. The California Statewide Local Streets and Roads Needs Assessment Report identified a \$79.9 billion shortfall over the next ten years or an \$8 billion annual need just to address the preservation of the local street and road system. Thus, this equates to a 56-cent gas tax increase just to meet local system preservation needs.

Pros	Cons
User-based fee; pay at the pump to use the system	Declining revenue stream – vehicles are more efficient, hybrid and electric technology, less consumption. Further, greenhouse gas reduction goals strive to reduce vehicle miles traveled, less consumption
Indexing makes the tax sustainable by keeping pace with the cost of living and construction costs	

Tax payers pay over time, not in a lump-sum	
---	--

- II. Sales Tax on Gasoline Options. Reinstate the sales tax on gasoline and/or reduce the voter threshold for the imposition of local sales tax measures for transportation purposes. The two options could be implemented individually or together as a package of changes to the sales tax on gas. The sales tax on gasoline would have generated approximately \$2.8 billion in FY 2012-13 if it were still in place. If shared between the State, transit, and cities in the same manner as the previous sales tax, it would generate \$560 million for counties in the same fiscal year. Regarding the local sales tax option, the self-help counties coalition estimates another 15-17 counties could pass local measures with a reduction to a 55% voter threshold.

Pros	Cons
Increasing revenue stream; generates more revenues as the price of gas increases	Unlikely to have support from the Legislature and Governor given the transportation tax swap and 2012 November ballot initiatives
Tax payers pay over time, not in a lump-sum	Also effected by reduced consumption
	Political viability since Prop 42 was passed by the voters to direct sales taxes on gasoline to transportation and was then replaced with the new HUTA by the Legislature in the swap

- III. Transportation System User Fee. Institute a one-percent annual vehicle registration fee based on the value of a vehicle and dedicate revenues to transportation. Research indicates 27 million vehicles would be subject to the fee. Funds would be distributed in the same manner of the old sales tax, 40% to counties and cities, 40% state highways, and 20% transit. The fee would generate \$2.7-\$3 billion annually, which would provide counties \$540-600 million. The Transportation System User Fee is especially intriguing as Transportation California, representing business, construction, and labor groups, has already drafted a proposal and is undertaking an education and outreach campaign to build support for a near-term ballot measure.

Pros	Cons
New idea; different from conventional sales tax or gas tax proposals	Annual fee so taxpayers feel the burden all at once
Sustainable; captures revenues from all	A fee based on value of a vehicle is close

vehicle operators of the road system including operators of electric vehicles and other alternative fuel vehicles	to VLF, which can be a hot button issue, voters react to it, i.e. Schwarzenegger reducing the VLF and taking over as Governor
---	---

IV. Vehicle Miles Traveled Fee. Institute a fee based on a vehicle miles traveled per registered vehicle, personal and/or commercial. This could require GPS tracking devices to be installed in vehicles or perhaps reporting on a quarterly, semi-annually, or an annual basis to the State on the total number of miles driven per registered vehicle. It is unclear how much such a tax would need to be set at to generate the funds necessary to address California’s transportation revenue shortfalls. In 2010, there was 327 million vehicle miles traveled in the state.

Pros	Cons
User based revenue; pay to use the system	Concerns about privacy rights related to a GPS tracking device
Can link fee to peak driving times like congestion pricing on toll roads	It is a potentially declining revenue source as greenhouse gas reduction goals attempt to reduce VMTs
	Implementation would be significant given there isn’t the same or similar process already set up

The CEAC Transportation Committee also considered the following revenues possibilities but did not conclude that these options were as viable or sustainable or otherwise did not meet the overarching principles:

- Weight Fee Increase
- Regional Fee
- Local Fee
- Public-Private Partnerships
- Infrastructure Bank
- Toll Roads
- Congestion Pricing

Recommendation.

Again, the four aforementioned revenue options appear to be the most viable and sustainable opportunities for increased revenues to address the significant funding shortfalls for transportation in California. The CEAC Transportation Committee recommends that the HLT Committee take action to recommend that the CSAC Board of Directors support these options to fund our transportation needs. Policy direction should be broad enough to allow CSAC to support any of the options that meet our overall policy goals.

ATTACHMENTS

Attachment OneA New Transportation Funding Concept

Attachment One
A New Transportation Funding Concept

A New Transportation Funding Concept

Transportation California

Bert Sandman, Executive Director
Smith, Watts & Martinez, Advocates

March 2012

Why A New Transportation Funding Concept?

STATE FUNDING RESOURCES ARE DECLINING !!

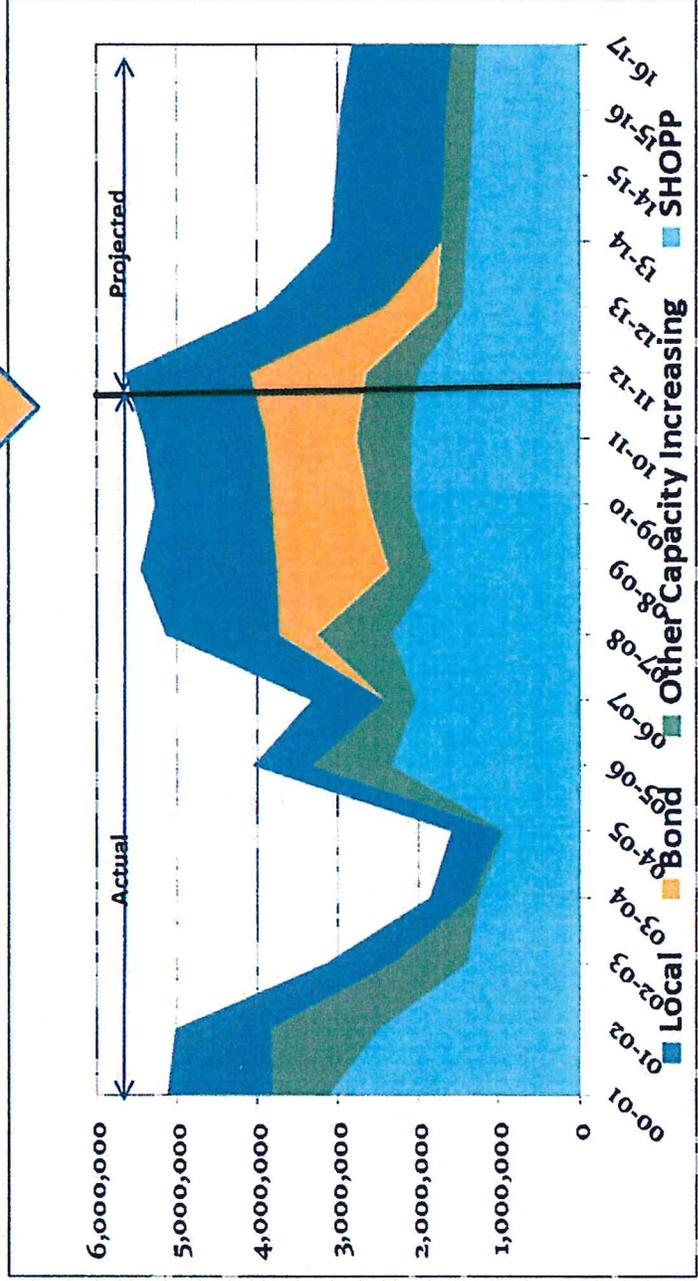


Chart Source: Caltrans

A New Transportation Funding Concept

Transportation California Perspective

- The current fiscal challenge to adequately maintaining our highway, roadway and transit systems in California has been documented thoroughly.
- The looming end of Proposition 1B resources has driven **Transportation California** to focus on developing a suitable and significant new transportation funding source.
- After two years analyzing alternative concepts to increase transportation funding, ranging from **(1)** statewide transportation fee (which was voided by Proposition 26) to **(2)** various gas tax alternatives, the Transportation California board has determined to pursue a new **Transportation System User Fee**, which is modeled after the Vehicle License Fee.

A New Transportation Funding Concept

Status of our effort

- We have drafted a constitutional amendment we intend to introduce after the political issues are settled that surround the competing tax initiatives being readied for the November 2012 ballot.
- We are presently at the mid-point of subjecting our bill to intense political research, initially consisting of a series of four focus groups.
- Our next step is to take what we have learned through this process and subject our bill to additional political research through an aggressive, campaign-like phone survey.

A New Transportation Funding Concept

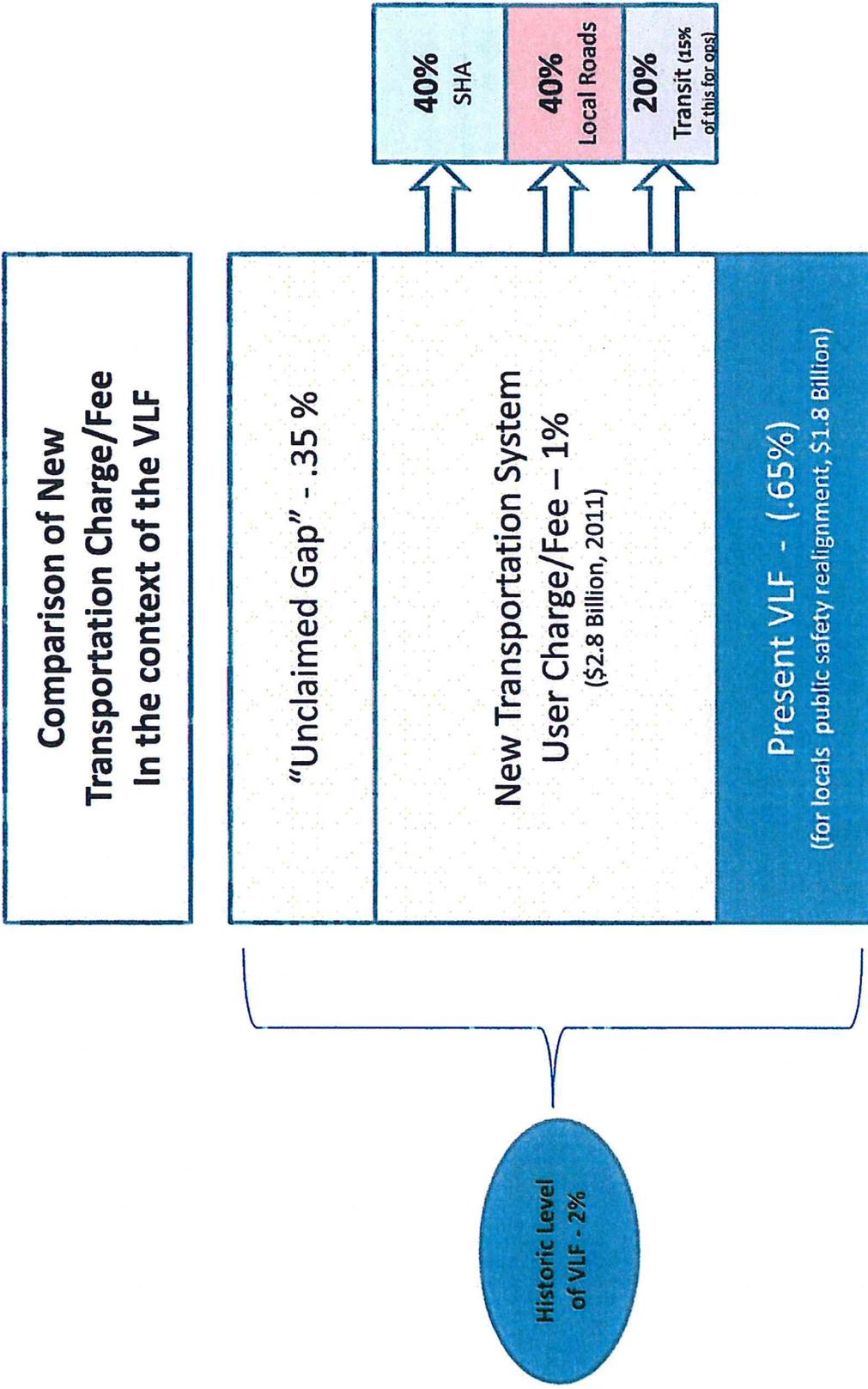
What The Bill Does

- Authorizes a new user charge/fee (tax) on vehicles, structured to mirror the tax collection process utilized for the Vehicle License Fee;
- Adds new Article XIX D to the constitution, providing the level of protection necessary for voter approval and for transportation agencies to plan and execute their programs.
- The amount of the charge will be 1% of the value of a vehicle and will follow the VLF statutory depreciation schedule.
- In an initial attempt to develop a fair distribution, we have proposed that the funds be allocated under the constitution, as follows:
 - 40% to State Highway Account,
 - 40% to Cities and Counties for local roadways,
 - 20% for Transit (15% of this for operations related to new investment)

A New Transportation Funding Concept

Impact of The Bill

- 1% of vehicle value raises **\$2.7 billion** to \$3 billion annually;
- This is equivalent to **17 - 18 cents** per gallon in the gas tax.
- Rule of thumb data indicates that there are **27 million vehicles** that would be subject to this new User Charge/Fee;
- The Department of Finance has used \$10,000 as the average value of a vehicle, generating the \$2.7 billion total estimate;
- Moreover, with vehicle sales beginning to increase (10% year-to-year), displacing older, less valuable vehicles, at higher overall prices, we believe that the potential for revenue growth is built in.
- Does not address known overall funding shortfall. We are exploring other additional alternatives, including a rudimentary mileage fee.



Clough-Riquelme, Jane

From: Sheilla Alvarez <salvarez@barona-nsn.gov>
Sent: Thursday, May 17, 2012 11:24 AM
To: Clough-Riquelme, Jane
Subject: FW: Barona Chairman's Statement

Here you go...

From: Sheilla Alvarez
Sent: Thursday, May 17, 2012 11:23 AM
To: Gary Gallegos
Cc: 'Wright, Tessa'
Subject: Barona Chairman's Statement

Good morning, Gary,

It was great seeing you yesterday at the Taxpayer's dinner and we really appreciate you informing us about today's meeting with the CTC on MAP-21. And, a special thank you for offering to read a statement on behalf of Chairman Romero. Please see below for his statement.

On behalf of the Barona Band of Mission Indians, I have very serious concerns with S. 1813, the Moving Ahead for Progress in the 21st Century ("MAP-21") bill that was approved by the Senate Environment and Public Works ("EPW") Committee in November 2011.

Our Tribe supports Congress' effort to pass a new surface transportation bill to improve the Nation's transportation infrastructure and provide jobs. However, MAP-21 presents major problems for California Tribes, specifically of concern to Barona:

- The proposed change in the Tribal Transportation Allocation Methodology will reduce transportation funding to California Tribes by 60-80% by heavily weighing the formula towards tribal populations. This will create an unfair advantage for Tribes outside of California that have very large populations.
- The reduction in the weight given to vehicle miles traveled and the elimination of the "cost to construct" criteria puts California Tribes at a great disadvantage compared to Tribes in other States.
- The elimination of high priority and discretionary funding would disadvantage California tribes that have historically received lower funding allocations.

Funding from the Indian Reservation Road Program in SAFETEA-LU has been significant in addressing transportation needs in our community and it would be detrimental to Barona and many other Tribes in California if MAP-21 moves forward as currently written. Thank you for the opportunity.

Respectfully,

Edwin "Thorpe" Romero
Chairman
Barona Band of Mission Indians



Tamera Leighton
<Tamera@DNLTC.org>
05/16/2012 04:32 PM

To <bimla.rhinehart@dot.ca.gov>
cc Lisa Davey-Bates <daveybatesl@dow-associates.com>
bcc
Subject Re: Statewide Transportation System Needs Assessment
Workgroup Meetings and May 17 Meeting Material

Hello, Ms. Rhinehart.

Thank you for your advice and for your offer to meet with the Rural Counties Task Force in July. Per our conversation, the following concepts are meant to ensure that ideas potentially supported by the RCTF are considered at this first meeting that will be a "building block" for the upcoming meetings. If for some reason I am not able to present these concepts to the group tomorrow by phone, I understand that you will help ensure they are considered on behalf of the RCTF.

1. Ensure adequate resources are available to preserve, operate and maintain the existing transportation systems, and ensure new capacity projects are implemented with the resources necessary to preserve, operate and maintain them over time.
2. Create and maintain affordable and flexible transportation options for everyone, regardless of location, income, race, age, disability, or background.
3. Protect the natural environment and promote fiscal responsibility by streamlining environmental regulation processes. In the cases where the California Environmental Quality Act (CEQA) provides equal or greater environmental protection than federal requirements, allow a centralized and efficient system of implementing transportation projects. Such a program would help to accelerate the delivery of transportation projects by eliminating redundant documentation, while at the same time improving the effectiveness of federal expenditures and reducing overall project costs.
4. Decrease highway deaths and injuries by addressing longstanding and severe operational and safety deficiencies.
5. Build on the strength of existing regional transportation planning in California that results in regional transportation plans reflecting regional values and informing the California Department of Transportation at the district level.
6. Provide efficient transport of passengers and freight throughout California to allow access to destinations and goods for a basic quality of life.
7. Create and sustain non-auto alternatives throughout California for those who cannot or choose not to drive.
8. We have been adding roadway capacity since the advent of the interstate system, and in California we now have a system that we are unable to maintain. At the same time, experts acknowledge that we can't build our way out of congestion because any increase in roadway capacity that temporarily cuts down on commuting time, generates new volumes of traffic over longer distances. Simply put: the Californian's reaction to a travel time reduction is to travel further.

Additionally, the Rural Counties Task Force will consider how we can refine concepts put forward in tomorrow's meeting to result in meaningful policy, and we will consider new revenue ideas to submit to the Workgroup for consideration in the next three meetings.

Sincerely,

Tamera Leighton
for Rural Counties Task Force
and Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive #16
Crescent City, CA 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnlte.org

On May 16, 2012, at 03:49 PM, Tamera Leighton wrote:

Hello, Ms. Rhinehart and Ms. Gilbertson.

I've spent a bit of time drafting concept policies on behalf of the Rural Counties Task Force (RCTF) and coordinating with members. I will not be able to attend the Needs Assessment Workshop meeting tomorrow in person because of the late notice and a lack of travel options from the northern tip to the southern tip of the State. I will attend the other three meetings in person and will be calling in tomorrow.

Question: How can I provide input and policy concepts for RCTF for the meeting tomorrow? I can provide a policy concepts page or I can provide the information during the meeting if given an opportunity to do so by phone.

Please let me know how to proceed on behalf of the Rural Counties Task Force.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive #16
Crescent City, CA 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnlte.org

On May 11, 2012, at 10:46 AM, Annette Gilbertson wrote:

Needs Assessment Workgroup Members,

Please find attached a letter from the Commission's Executive Director, Bimla Rhinehart, in regard to the upcoming statewide workshop meetings.