

**CALIFORNIA
RURAL COUNTIES TASK FORCE**

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May 12, 2017, 12:30 pm-3:30 pm

Caltrans HQ Basement Board Room 2116, 1120 N. Street, Sacramento, CA

DRAFT MINUTES

A. Self-Introductions

All

Introductions were made by all.

B. Approve Minutes of March 10, 2017

M. Twomey

The minutes of March 10, 2017 were approved by consensus.

C. Information Sharing/Topics of Significance

All

No items discussed.

D. State Budget Update

A. Gliddon

- Athena reminded everyone that the benefits of SB1 do not kick in until November 1st. Even though the funds don't come in until then, the programs allocated funds off the top will get the full year amounts.
- The STIP Fund Estimate is difficult to predict. The big change is the BOE estimate set at 17.3 cents. The only unknown is what BOE will set for 18/19. Everything after that will be set at 17.3 cents. The take home is that there is only one year that Caltrans has to depend on the Department of Finance projections.
- The SHOPP will have a significant increase. Money and projects will be added into 17/18 for the SHOPP.
- Caltrans is expected to be hiring (long term) due to SB1. Right now, they are asking to keep the 243 positions that would have been cut due to the end of TCRF and Prop 1B. This request is part of the May Revise. The CTC will also be requesting funds for new positions.
- The trailer bills are something to watch as well. They can be found here:
http://www.dof.ca.gov/Budget/Trailer_Bill_Language/

E. CTC Update

M. Weiss, L. Waters

- Mitch reviewed items scheduled in the upcoming May and June CTC meetings and a reminder about the September Town Hall meeting at Mammoth Lakes Mono County.
- SB1 Implementation plans are continuing. Mitch passed out a handout describing the programs and schedule. Some programs, such as ATP, will be quick to implement but others such as the Congested Corridors Program will take longer to develop. The State and Local Partnership Program not be run the same as that developed for Prop 1B. Information about the SB1 Programs, contacts and schedule are posted on the CTC website. A two day SB1 workshop will be scheduled in early June.

- CTC will draft Guidelines for the 2017 Supplemental Funds and fund projects ready to advance projects from the last cycle and funds some new projects submitted in the last cycle. The \$10 million of Cap and Trade funds have not been funded yet.

F. California Freight Investment Program Guidelines

D. Cheser

- Dawn reported on the past six month of work on the CFIP guidelines. The adoption of the guidelines will most likely be pulled from the May CTC agenda due to trailer bill requirements.

G. Critical Rural Freight Investment Corridor Designation Process

J. Marquez-Chavez

- Jose provided an overview of the Critical Urban/Critical Rural Freight Corridor discussions. The take home message is that roadways do not have to be designated as CU or CR to apply for funds, but they do need to be designated prior to allocation. The Urban Corridors will be a formula based allocation due to the large number of road miles as compared to the state limit. The Rural Corridor designations are not an issue as there are low miles compared to the limit. The designations should be kept fluid; it will be a revolving designation.

H. RPA Carryover

E. Thompson

- Erin notified the group that there will be approximately \$281,594 of excess RPA carryover available this year.
- Members discussed the idea to assist rural agencies with SB 743 implementation. The problem with establishing thresholds for each unique county will be difficult on a multiple county project. Maura suggested that we use RCTF training funds and possibly some excess RPA funds to hold a one to two hour training on the process of establishing thresholds.
- Maura proposed a group project to collect data necessary for dealing with performance measures. This would be an extension of the previous RCTF group study lead by NCTC to build on it by developing performance measure data for one county as a pilot project. The hope is that other rural counties would then be able to tailor it their county. The estimate would be \$45,000. No one stepped up at the meeting to lead the project.
- Mobility on Demand for transit was also discussed as an important project. It could be done by a single agency this year, then maybe a group project next year. Amador and Humboldt Counties stated interest.

I. UPlan Growth Modeling Tool

C. Engel

- Cindy provided a PowerPoint presentation on the outcome of an Amador County, three year Sustainable Communities grant, on the UPlan Growth Model for Land Use/Transportation Scenario planning.

J. Design Flexibility & Risk Management

K. White, T. Craggs, B McGagin

- The group provided a PowerPoint presentation on Caltrans efforts to improve their mission of simple mobility to reflect modern and inclusive mobility across California. The message to the group is that Caltrans is making improvements and supporting changes with respect to design decisions and innovations. The take home reminder from Caltrans legal department is to make sure engineers documents the design decision when varying from design standards. Design flexibility is supported when it makes common and engineering sense.

K. Legislative Update**M. White**

- Melissa thanked everyone for their support on SB1. She discussed each program, highlighting how much money will be available and where it is coming from, and she provided a handout summarizing SB1 “in plain English”. It can be found on the web at this link:
<http://atrn.assembly.ca.gov/sites/atrn.assembly.ca.gov/files/SB%201%20Road%20Repair%20and%20Accountability%20Act%20Section-by-Section.pdf>
- Once all of the funds for the programs are taken off of the top, the money will be split 50/50 between the SHOPP and local agencies using existing HUTA formulas. Cities and Counties should expect their funds to a little more than double.
- There will be a constitutional amendment on the June 2018 ballot to protect the new revenues.
- The CTC will have more oversight on the SHOPP to make their process more transparent.
- The State Transit Assistance piece is labeled as state of good repair funding. A portion is primarily for bus replacement and to maintain the physical assets the systems. The remaining can follow the STA allowances.
- SCA 6 (Senator Wiener) is moving a bill to lower the transportation special tax threshold requirement.

L. Local Assistance Update**A. Niptos**

- April reported that the OA delivery as of the meeting is higher this year (41.6%) than last year (33.7%). They are now implementing the first come first serve policy through the federal fiscal year.
- RSTP agreements went out at the end of April.
- Local agencies should continue to submit their requests for allocations for the current year for the Highway Bridge program.
- For the previous SSARP (a part of HSIP), as of May 8th, \$8.3 million of the \$10 million has been allocated. Caltrans has revalidated the majority of the 46 applications which were not funded in 2016 but will be funded in 2017 based on the January CTC vote.
- New this year, procedures for the Emergency Relief Program, explaining the program and the environmental process are on the Local Assistance website.
- So far, there is over a billion dollars in storm damage in California this year.

N. Miscellaneous**All**

- In July, there will be a training session on the sub-recipient monitoring and subcontracting.
- September training will be on procurement.