

**CALIFORNIA
RURAL COUNTIES TASK FORCE**

Woodrow Deloria, Vice-Chair

El Dorado County
Transportation Commission
530.642.5263
wdeloria@edctc.org

Maura Twomey, Chair

Association of Monterey
Bay Area Governments
831.883.3750
mtwomey@ambag.org

Marcella Clem, Secretary

Humboldt County
Association of Governments
707.444.8208
marcella.clem@hcaog.net

January 26, 2018, 12:30 pm-3:30 pm

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

DRAFT MINUTES

A. Self-Introductions**All**

Introductions were made by all.

B. Approve Minutes of May 12 & July 14, 2017**M. Twomey**

The minutes of May 12th and July 14th 2017 were approved by consensus.

C. Information Sharing/Topics of Significance**All**

- Members are working with Caltrans on a SB 743 training for the morning of the November meeting. The intent is to get rural agencies up to date. There will also be a training the morning of the January meeting to discuss all other matters and issues on the guidebook.
- Rick Tippett from Trinity County emphasized the importance of transit accident preparedness with respect to coordination with health and human services for counseling for both passengers and staff. The upcoming CALACT workshop will offer a workshop on emergency preparedness and response.
- The lump sum PPM issue made it into the budget trailer bill and is expected to be approved by the Governor. The threshold is set at \$300,000.

D. FHWA Roadway Departure Training Status**K. Kochevar**

Ken provided an update on past and future Federal Highway Administration's Local Roadway Departure Safety Workshops. So far, comments, participation and workshop evaluations have been positive. Two RCTF members expressed their appreciation of workshop location and information. Training materials can be found on the Caltrans Local Assistance website: <http://www.dot.ca.gov/hq/LocalPrograms/HSIP/training.htm>

Ken will follow-up at a future RCTF meeting.

E. State Budget Update**A. Gliddon**

- August redistribution provided \$274.5 million. Of that, \$105 million is for local agencies. These funds were already accounted for in the fund estimate, at a lower amount, so there will be a minor adjustment at the next CTC meeting. The state is almost out of STIP capacity as of the October vote. Capacity remains in the Prop 1B and PTA accounts. AB 17, a bill supporting subsidized student transit passes but there was no appropriation identified. The bill has moved on to the Governor for signature. Funding will most likely be built in for the 18-19 fiscal year.

F. CTC Update**CTC Staff**

- These items were covered by Mitch Weiss in item G.

G. SB 1 Implementation Update**M. Weiss**

- Mitch went over the status of all of the SB 1 guidelines, program progress and CTC meeting targets for guideline discussion and approval. STIP guidelines have been approved so everyone should be working on their RTIP. The project list to locals has been distributed. If cities and counties can't make the October 16th deadline, they should contact the CTC with a Council or Board action date. The guidelines are flexible. Cities that are not allocated much money can attribute the funds to the future date. Summaries of all of the programs and their progress is available on the CTC website: <http://www.catc.ca.gov/programs/sb1/>.
- The CTC is being flexible with the requirement for a corridor plan for the Solutions for Congested Corridors Program the first round. Eligible project must be in a multimodal plan until guidance for corridor plans are developed for future funding. Mitch made it clear that the CTC understands that "no one size fits all" when it comes to congestion issues. Applicants will have to make their case as to the relative congestion problem and how the proposed project provides a solution. Working groups continue to work on the Local Partnership Program guidelines. As of now, the formula proposal is ½ population and ½ revenue generation based. Not all are in agreement with this, but there have been no other alternatives proposed. There will be an incentive included in the guidelines for new self help agencies. Right now that incentive is to allow those agencies to advance projects out of the competitive piece.

H. ATP Augmentation**L. Waters**

- Staff recommendations for the 2017 ATP Augmentation have been posted and will be heard at the October CTC meeting. The good news is that the score threshold moved from 88 to 77 thanks to SB1 funding. The bad news is that applications are getting better every cycle. Laurie requested that agencies successful in the augmentation do press releases due to SB 1 funding.
- RCTF members expressed frustration at not being funded in the program, but also that their scores have continued to decline. Laurie offered that they will continue to do workshops in rural areas. They are researching who has never applied and who has applied and not been funded. With that information they will direct their outreach efforts to help. Another source of frustration was identified as their top regional project, not being successful as they are not a good fit with the ATP. It was also suggested that a non-engineer review the application as most reviewers are non-engineers. The RCTF will ask the APT Resource Center to come to a future meeting to discuss the program.
- There was also discussion regarding Caltrans eligibility. While Caltrans is not eligible for the federal funding in the program they are for state funds. The question of SB 1 eligibility is under discussion.

I. Indirect Cost Allocation Plan Preparation**R. Tippet M. Morrill**

Rick Tippet lead a discussion on the idea of pooling resources to employ a consultant to assist rural RTPAs, cities and counties with the preparation of an ICAP. Marsue discussed that the first steps for each agency are 1) determining if an ICAP is appropriate for an agency, 2) the importance (biggest hurdle) of an "Adequate Financial Management System" and 3) the option of choosing the de minimus indirect cost rate (10%). Although

most rural agencies do not have approved ICAP's, the consensus was to not move forward with a group project.

J. Legislative Update

M. White

- Melissa stressed the importance to show the public early success on SB1. There are three repeal initiatives in the works. One is sponsored by Representative Travis Allen, a candidate for governor in 2018. He sued the Attorney General on the title and summary language. (Although he initially won, he lost in appeal). This is a straight appeal of SB1, needing 365,000 signatures to make the November 2018 ballot. The second is from former San Diego mayor, Carl DeMaio. This is effort is for a constitutional change for any taxes or fees. It would require a vote of the people going back to January of 2017, prior to the passage of SB 1. Due to the constitutional nature of the initiative, there are 585,000 signatures required. The third is 175 pages of legislation brought forth by the Americans for New Social Compact. It looks to repeal SB 1 and cut all DMV and Vehicle License Fee's in half. ACA 5 is a ballot measure that will be on the June ballot and would amend the Constitution to protect SB 1 revenues from the increased tax and new fee for transportation purposes only.
- The trailer bill includes SB1 cleanup, makes changes to local streets and road funding, allowing cities and counties to use their own funds in advance of SB 1 allocations and changes reporting requirements. The trailer bill also includes an expansion of Caltrans NEPA authority to include transit and rail.
- Two Cap and Trade bills also passed.
- The Off-Highway Vehicle program was extended with no sunset date.
- There were two bills affecting CTC membership. AB 174 (Bigelow) that would have required a CTC appointee representing rural areas on 100,000 or less failed. AB 179 (Cervantes) is on the governor's desk for signature. This bill changed in process and now would require the governor to consider a regional balance when appointing CTC commissioners. It would also request that he consider someone from a disadvantaged community. Language was also added that would require the CTC to have at least two joint meetings with the Air Resources Board.
- AB 980 (Wood) would require Caltrans to install conduit parallel to state highways during construction. This bill is still active.
- AB 1640 (Garcia) would require 25% of RTIP funds to be dedicated to disadvantaged communities. The definition of the DAC is very important. Melissa urged all to read the definition to see how it affects each area. This may come back up next year.

K. Federal Lands Access Program (FLAP) Update

R. Tippet

Rick did a powerpoint presentation on the 2017 FLAP call for projects. Of the \$200 million available, \$30 million was awarded to 13 projects in California. He reviewed projects and application issues and encouraged everyone to consider applying the next round in a year and a half or so.

L. HSIP Update

R. Tippet

Rick reported that the next call will be in April. Guardrail projects will be highlighted again.

M. Mass Transit Update

B. Travis

- The SB1 State of Good Repair draft guidelines are available on the Caltrans website: <http://www.dot.ca.gov/drmt/spstasgr.html>. Caltrans is holding two stakeholder meetings to go over them.
- 5310 and 5311 contracts are moving forward. 5310 are a few weeks behind 5311.
- Transit Asset Management Plans are extremely important. The deadline for submittal

is January 2018. They will eventually be used as a planning tool so Caltrans highly recommends that each agency or region determine their own useful life benchmarks. They will be able to be updated on line. Caltrans highly recommends that transit agencies attend the Monterey CALACT Conference as this issue will be discussed in depth.

N. Local Assistance Update

W. Emmett

- The repurposing effort is complete. Seventeen earmarks were consolidated into fourteen projects for a total of \$10 million.
- California had \$1.2 billion in normal Obligation Authority this fiscal year in addition to \$100 million in redistribution.
- PPM agreements will be updated to reflect the now “legal” lump sum distribution under \$300,000.
- California has not met the 2% inactive projects target. It is currently 3.2%, with an expectation to be 3.4% by the end of the month. Caltrans is working with agencies on some large projects that would mean that the 2% target could be reached.
- There have been 24 training sessions on changes to the A & E process. After October, there will be no more allowances and funding could be required to be paid back if the new regulations are not adhered to.

O. Miscellaneous

All

None