

STAFF REPORT



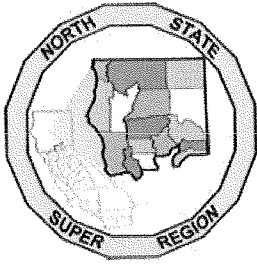
MEETING DATE:	6/28/11
SUBJECT:	Correspondence
AGENDA ITEM:	4-8
STAFF CONTACT:	Janie Coffman

Attached is correspondence determined to be of interest to the board.

A handwritten signature in black ink, appearing to read 'D. Little', written over a horizontal line.

Daniel S. Little, AICP, Executive Director

Attachment: Letter from the North State Super Region re: Toll Credits For On-System HBP Projects
Letter from the North State Super Region re: Thank you for Participation in Redding Town Hall Meeting



North State Super Region

1855 Placer Street, Redding, CA 96001

(530) 225-5654 nssr16@gmail.com

www.superregion.org

Dan Little, Chair

Jon Clark, Vice Chair

Jon Clark

Butte County Assn. of Governments

James Bell

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

John Linhart

Glenn County Transportation Comm.

Marcella Clem

Humboldt Co Assn of Governments

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Larry Millar

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Govts

Pam Couch

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Daniel S. Little

Shasta County RTPA/MPO

Tim Beals

Sierra County Transportation Comm.

Tom Anderson

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

John Mannle

Plumas County Transportation Comm.

May 27, 2011

Denix Anbiah

Department of Transportation

P.O. Box 942873

Sacramento, CA 94273-0001

Subject: Toll Credits For On-System HBP Projects

Dear Mr. Anbiah:

The North State Super Region (NSSR) represents one-quarter of California's land area and one-third of our state and federal road mileage. Comparatively, our rural counties have diminishing resource-based economies and limited local revenue options. With an abundance of waterways, we are disproportionately affected by Caltrans' Highway Bridge Program (HBP) policy to not allow toll credits for on-system bridges.

In some of our regions, this has resulted in a continued inability to fund and deliver critical HBP safety projects. Not allowing toll credits has also resulted in lost opportunities to more strategically use our local dollars in the face of severe budget deficits and shrinking Timber Receipts. Just as Caltrans applies toll credits for on-system state bridges to allow more efficient use of limited state funding sources, smaller regions should be able to employ similar strategies.

After discussing options with the Division of Local Assistance, the California Transportation Commission, the Federal Highway Administration and the Rural Counties Task Force, the NSSR unanimously endorses a two- to four-year pilot program to allow toll credits for on-system bridges in rural regions under 250,000 people. The attached graph shows how such a policy would benefit those regions most heavily burdened by HBP match needs. This policy would only affect 10% of all match in the HBP program, and 1% of all HBP funding. It strikes a balance with a modest set aside that benefits many regions.

The NSSR suggests a few stipulations to ensure the policy furthers state and federal interests:

1. Set aside a maximum of \$10 million annually to be accessed on a first-come, first-serve basis. This would provide a delivery incentive and prevent any annual spikes in statewide requests.
2. Allow Local Assistance to deny requests for agencies with a poor delivery record of off-system HBP projects (similar to current practice for safety grants). This will further the goal of 100% delivery for the state's off-system HBP program.
3. At the end of the pilot period, agencies will report back on how the freed up state/local funds were used. This will help evaluate the success of the pilot program and show how the redirected funds support other critical transportation needs. This also provides an incentive for regions to think more strategically about our shared transportation interests should this pilot program continue. The NSSR would be willing to gather this information and roll it up into a single report.

In researching this issue, we have found there is near universal agreement that allowing toll credits for some on-system bridges is in the best interest of the entire transportation community. Handled strategically, toll credits can remove major barriers for delivery of key HBP safety projects in disproportionately affected regions. Moreover, and just as with Caltrans bridges, toll credits would allow more efficient use of funds in rural areas that have limited options.

The NSSR believes that this pilot proposal continues to serve state and federal interests. In that the proposed policy only re-assigns 1% of all HBP funds, it would have a nominal effect on the overall HBP program but provide significant relief to the most severely impacted regions. Maintaining flexibility within our programs is an essential ingredient for every region's success. Resources will continue to be an issue for many years ahead and we should incorporate viable options when found to be a useful tool for regions.

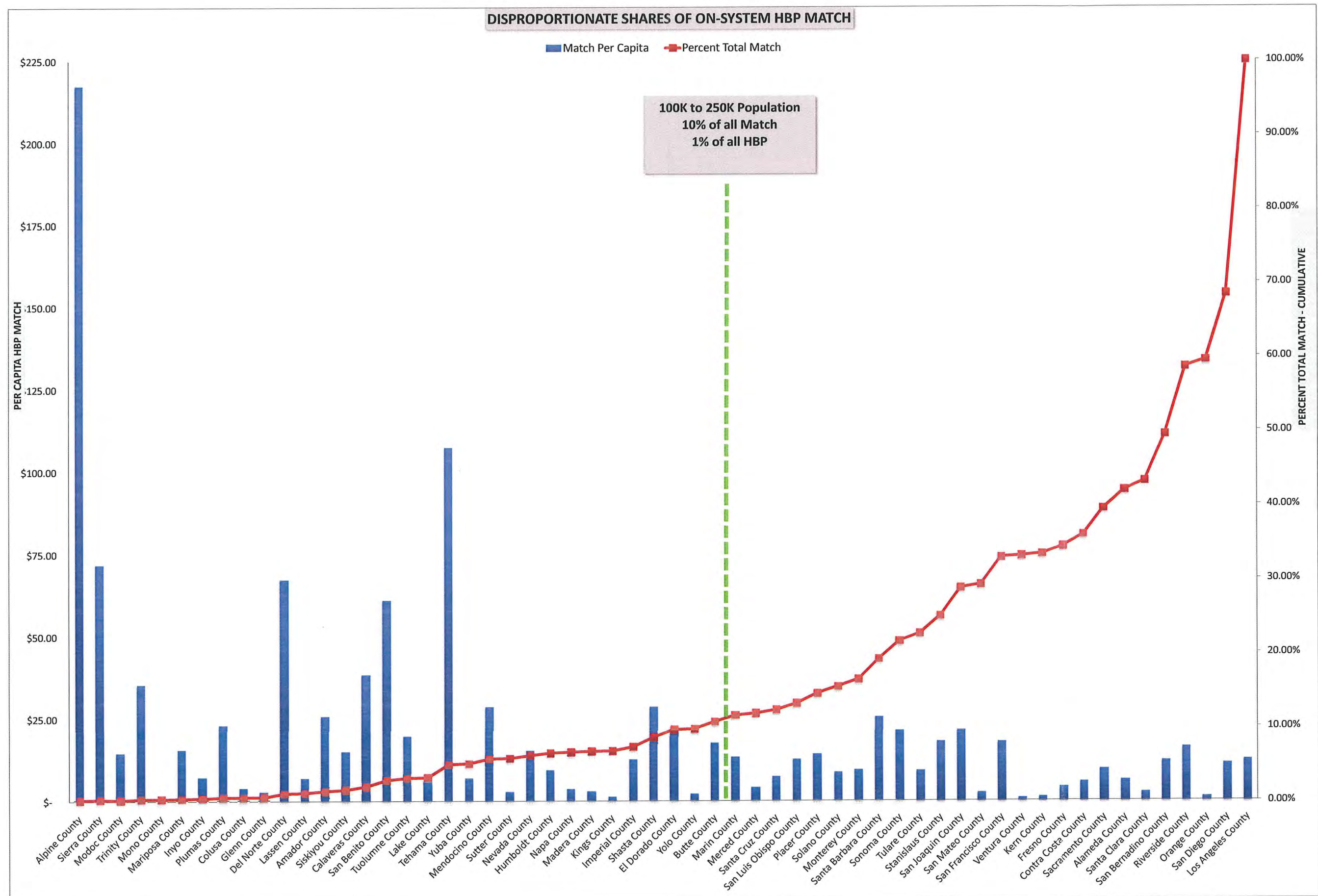
Sincerely,

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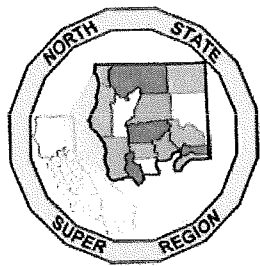
Daniel S. Little, AICP
Chair, North State Super Region

DSL/jac

Attachment



Source: Caltrans Local Assistance 6-Year HBP Program



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John Mannle

Plumas County Transportation Comm.

June 20, 2011

Honorable Chairman Dario Frommer & Commissioners

California Transportation Commission

1120 N Street

Sacramento, CA 95814

Attn: Bimla G. Rhinehart, Executive Director

RE: Thank you for your participation in the Redding Town Hall Meeting

Dear Chairman Frommer, Commissioners and Staff:

The Shasta County Regional Transportation Planning Agency (SCRTPA) and North State Super Region (NSSR) are pleased to express our appreciation to the Commission and your staff for participation in the Redding Town Hall Meeting. It was our pleasure to welcome you to the North State, highlight delivered projects and discuss transportation challenges/opportunities. We were honored to share information and appreciate your interaction and time spent with us.

A special acknowledgement of the five Commissioners (Bob Alvarado, Darius Assemi, James Ghielmetti, Joseph Tavaglinoe, Fran Inman) and staff (Andre Boutros, Maura Twomey, Mitch Weiss) that made the trek north to interact with elected officials, members of the public and our agencies. We recognize that all of you have full calendars and your time and efforts are appreciated. Thank you again for allowing us to host the California Transportation Commission Town Hall meeting. For those of you that were not able to come to Redding we hope to have future opportunities to host the CTC.

Most sincerely,

Dan Little, AICP

Executive Director

Shasta County RTPA & NSSR Chairman

c: John Bulinski
Malcolm Dougherty