REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Endorse Principles of Reauthorization Adopted By the State of California as Part of Implementing a New Highway Bill	9/24/02	5

RECOMMENDATION
It is recommended that the Agency endorse the attached Principles for Reauthorization, aimed at guiding congressional action on a new highway-funding bill.

SUMMARY
Federal Reauthorization is of paramount importance to the transportation community. The support of the Shasta County RTPA is requested to show a united California position.

DISCUSSION
Federal highway funding is governed by periodic six-year legislation. The current legislation will expire September 30, 2003. Congress has begun preliminary efforts on a new highway-funding bill that will cover federal fiscal years 2003 through 2008.

Traditionally the California Congressional Delegation has never taken a unified position on federal highway funding. As a result, it is perceived that the State of California has not done as well as it potentially could in federal funding. Various agencies and groups within the State have been working towards a goal of developing a strategy that all agencies within California can support. The attached Principles for Reauthorization have been developed by this group, and circulated throughout the State. In the margins of the white paper of the Principles are the various agencies that have signed onto these principles. It is hoped that with a unified front the State will fare better in the future than it has in the past.

It is further recommended by staff that the RTPA present these principles to Congressman Herger for his consideration. If the staff recommendation is adopted, staff will work with the Chair to accommodate this meeting.

ALTERNATIVES
Identified alternatives to the staff recommendation would be to not support the Principles for Reauthorization. This is not recommended at this time.

OTHER AGENCY INVOLVEMENT
This was discussed at the September 10, 2002 TAC meeting; however, the staff report was not available for distribution at that time.

FINANCING
This action will have no immediate impact on funds available to the RTPA.

Daniel J. Kovacich

Daniel J. Kovacich, Executive Officer

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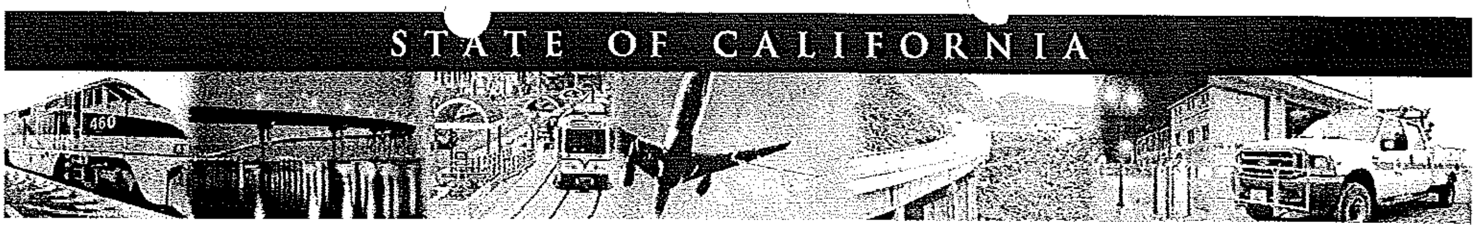
Attachment: Principles of Reauthorization



STATE OF CALIFORNIA

California Business Roundtable

California Chamber of Commerce

Automobile Club of Southern California

Automobile Club of Northern California

Professional Engineers in California Government

Orange North American Trade Rail Access Corridor Authority

Silicon Valley Manufacturers Group

California Association of Councils of Government

California State Association of Counties

California Transit Association

League of California Cities

Council of Fresno County Governments

Kern Council of Governments

Metropolitan Transportation Commission

Transportation Equity Act for the Twenty-First Century (TEA 21)

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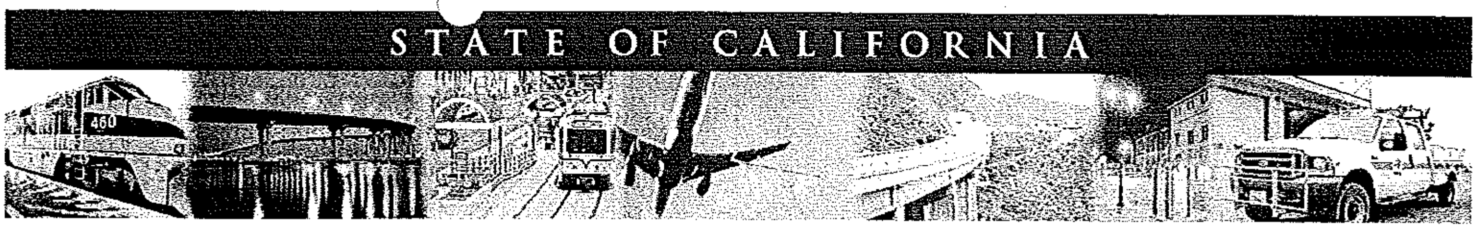
Principles for Reauthorization

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.



Sacramento Area Council Of Governments

San Diego Association of Governments

San Joaquin Council of Governments

San Luis Obispo Council of Governments

Santa Barbara County Association of Governments

Southern California Association of Governments

Stanislaus Council of Governments

Tulare County Association of Governments

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Ventura County Transportation Commission

Amador County Transportation Commission

Calaveras County Council of Governments

El Dorado County Transportation Commission

Transportation Equity Act for the Twenty-First Century (TEA 21)

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Principles for Reauthorization

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.

- Support California's Native American Tribal Governments efforts to obtain an equitable return from Native American transportation programs.

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Glenn County
Transportation Commission

Mendocino Council of
Governments

Placer County
Transportation Planning
Agency

Santa Cruz County
Regional Transportation
Commission

Transportation Agency
for Monterey County

Transportation Equity Act for the Twenty-First Century (TEA 21)

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Principles for Reauthorization

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.