

STAFF REPORT



MEETING DATE:	10/22/13
SUBJECT:	Correspondence
AGENDA ITEM:	5-6
STAFF CONTACT:	Janie Coffman, Executive Assistant

Attached is correspondence determined to be of interest to the board of directors:

- April 26, 2013, letter from the North State Super Region (NSSR) to the Central Federal Lands Highway Division in regard to the Federal Lands Access Program.
- May 22, 2013, letter from the North State Super Region (NSSR) to the California Transportation Commission in regard to a report published by the National Association of Development Organizations (NADO).
- May 31, 2013, letter from the North State Super Region (NSSR) to U.S. Department of Transportation secretary, Ray LaHood, in regard to support for four NSSR projects.
- June 20, 2013, letter from the Far North Regional GIS Council in regard to the Regional GIS Platform.
- August 1, 2013, letter from the Strategic Growth Council to U.S. Department of Transportation secretary, Anthony Foxx, in regard to MAP 21 performance measures.
- September 23, 2013, letter from SRTA to California Air Resources Board in regard to SRTA's 2015 Regional Transportation Plan/SCS Technical Methodology.
- September 23, 2013, letter from the Rural County Representatives of California to Governor Brown in regard to Senate Bill 99 – Active Transportation Program.

A blue ink signature of Daniel S. Little, consisting of a large, stylized 'D' followed by a series of horizontal strokes.

Daniel S. Little, AICP, Executive Director



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

(530) 262-6190 nssr16@gmail.com

www.superregion.org

Tamera Leighton, Chair

April 26, 2013

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 County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Larry Millar

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta County Transportation Agency/MPO

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

Federal Lands Access Program

Central Federal Lands Highway Division

12300 West Dakota Ave, Suite 380B,

Lakewood, CO 80228

Subject: California North State Super Region FLAP Projects

Dear California Programming Decisions Committee:

The California North State Super Region is pleased to endorse the projects listed below for the Federal Lands Access Program (FLAP). The North State Super Region consists of fourteen counties representing 36% of California's land area and 30% of California's State/Federal roads, highways, and interstates. All fourteen counties have jointly agreed upon the ten projects that address the FLAP criteria and the public's best interest. We are proud to be stewards of the most spectacular open spaces in California and home to the federal high-use recreational sites. The following projects are listed in no particular order and are equally supported:

- Sacramento River National Wildlife Refuge – Planning Study submitted by Butte, Colusa, Glenn, Tehama and Caltrans Districts 2 and 3
- Bald Hills Road Rehabilitation and Paving Project submitted by Humboldt and Yurok Tribe
- Bucks Lake Road (Tollgate Reconstruction), Drainage Crossing Improvement Projects, Graeagle-Johnsville Road Drainage Reconstruction, and Lake Davis Bridge Crossing, all submitted by Plumas, which is 76% federal and public lands
- Rehabilitate J.F. Kennedy Memorial Drive submitted by Shasta
- Jelly's Ferry Road North Reconstruction, Jelly's Ferry Road South Reconstruction, and Bend Ferry Road Reconstruction all submitted by Tehama, which is 53% federal and public lands

When evaluating FLAP projects we ask that the Programming Decision Committee (PDC) consider the following:

The North State Super Region isn't so super when it comes to its economy.

Federal policies have dramatically curtailed our timber and fishing industries effectively removing our resource-based economies, and we are the largest major economically depressed area in California.

The North State Super Region has a significant percentage of California's federal and public lands.

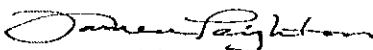
A significant percentage of the land area is federal or public in the Super Region counties that have requested FLAP funding. These counties bear the benefits and the burden of hosting these federal lands and this high percentage should be positively weighted in application scoring.

The proposed FLAP projects address the selection criteria:

- **Access, Mobility and Connectivity** to federal lands.
- **Economic Development:** All NSSR Counties are economically distressed areas that will benefit from the increased tourism generated by improved access to federal lands.
- **Condition:** Rural Counties have a lower pavement conditions index as documented in the 2012 and prior California Statewide Needs Assessment Updates.
- **Safety:** Rural counties have higher accident rates and investment of FLAP funding will improve public safety and access to pristine federal lands.
- **Funding, Coordination and Cost:** All fourteen North State Super Region counties have coordinated and agree from a statewide perspective there is significant value to improving rural roads as many of our federal lands have only one access point.
- **Plans:** The proposed projects are consistent with the North State Super Region Economic Development Study, County General Plans, County Regional Transportation Plans, Caltrans Transportation Concept Reports, and Bikeways Plans.
- **Natural Resource Protection:** We are responsible stewards of our natural resources, which include the federal high-use recreational sites for California, and our stewardship should be rewarded with improved access. Local parks and open space play an important role in our economies both locally and regionally, support our quality of life, engage citizens in outdoor activities that heighten awareness of the environment and ecological stewardship.

The North State Super Region appreciates the opportunity to endorse 10 outstanding FLAP projects that will increase access of public lands and safety to the traveling public. We encourage the award of FLAP funding to the projects in California's North State Super Region.

Sincerely,



Tamera Leighton, Chair
North State Super Region



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001
(530) 262-6190 nssr16@gmail.com
www.superregion.org
Tamera Leighton, Chair

May 22, 2013

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 County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Larry Millar

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta County Transportation Agency/MPO

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

Honorable Chairman Ghielmetti, Commissioners and
Executive Director Boutros

Subject: Aligning Strategies to Maximize Impact: Case Studies on
Transportation and Economic Development Features "*Partnering for
Resources: North State Super Region, Northern California,*" Standards of
Excellence: Increase Collaboration Among Regions

Dear Honorable Transportation Commissioners and Executive Director
Boutros:

The California North State Super Region is pleased to be featured in
"Aligning Strategies to Maximize Impact" a report published by the National
Association of Development Organizations (NADO). This report highlights
case studies where transportation planning efforts are linked with
economic development strategies in a regional context. This NADO report
is supported by the Federal Highway Administration under contract number
DTFH61-06-H-0029. The report examines the seven principles of
"Standards of Excellence" which promote strategic planning, an
implementation framework that is results-oriented and focused on aligning
and leveraging resources.

**The North State Super Region is pleased to be featured as the case study
for increased collaboration among regions.**

The North State Super Region is an alliance of 16 counties in Northern
California, formed in 2010 with a mission statement of "An alliance to
identify common transportation, growth, and land use issues and formulate
unified strategies that can be advocated to implementing agencies and the
public."

We are pleased to provide you with this information and invite you to view
our website at www.superregion.org.

Sincerely,

Tamera Leighton, Chair
North State Super Region



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001

(530) 262-6190 nssr16@gmail.com

www.superregion.org

Marcella Clem, 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 County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Larry Millar

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta Regional Transportation Agency/MPO

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

May 31, 2013

The Honorable Ray LaHood

Secretary, U.S. Department of Transportation

1200 New Jersey Ave., SE

Washington, DC 20590

Dear Secretary LaHood,

I am writing on behalf of the North State Super Region (NSSR), a partnership representing the sixteen northern California Regional Transportation Planning Agencies. We represent 26% of California's total land area that contains 37% of California's state and federal roads. The primary focus of the NSSR is to support economic development, access, and efficient goods movement through strategic transportation network investments.

We are requesting your support for four regionally significant projects within the NSSR. The Butte County Association of Government's request for funds, to facilitate the acquisition of land and development of the Butte Regional Transit Operations and Maintenance Facility, will allow for the consolidation of existing facilities and accommodate anticipated growth in operations and service. The City of Arcata's request for construction funds for the Rail with Trail Connectivity project will ensure that the locally preferred alternative of the State Highway 101 Corridor Improvement Project is implemented. Shasta Regional Transportation Agency's request for funds for the Buckhorn Grade Improvement Capstone project will complete Surface Transportation Assistance Act compliance and safety improvements along State Highway 299, one of ten focus routes in California. The Town of Truckee's request for funds for the State Route 89 "Mousehole" UPRR Undercrossing Improvement Project will improve safety while expanding travel mobility for pedestrians and bicyclists by improving connections in the region.

We urge the Department of Transportation to recognize the collaborative efforts of the NSSR in your selection process.

Sincerely,


Marcella Clem, Chair

North State Super Region

cc: Andy Newsum, Butte County Association of Governments

Karen Diemer, City of Arcata

Dan Little, Shasta Regional Transportation Agency

Daniel Wilkins, Town of Truckee

June 20, 2013

Greg Watkins
Chairman
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Re: Regional GIS Platform

Chair Watkins,

The Far North Regional GIS Council's mission is to facilitate cooperation among public agencies, private organizations and individuals in the Far North Region in the development, coordination, and dissemination of Geographic Information Systems (GIS) infrastructure, programs, and geospatial data. Our goals are to provide a forum for information sharing and collaboration; improve operations, reduce costs and redundancy; to realize economies of scales through joint purchase projects of participating agencies and/or organizations; to provide input and promote the goals of the California GIS Council; and to facilitate and/or coordinate sharing of GIS knowledge and information among neighboring regions.

To this end, the Far Nor Cal GIS Platform found at <http://FarNorCalGIS.org> meets many of our goals. It has brought most agencies/organizations within the region together with a common goal of disseminating maps and data to the greater community for better understanding and decision-making. It has also provided GIS students with work experience through internships at local agencies/organizations in building these datasets/maps. It has enabled the college to teach server technology, a weakness or absence in many student resumes. And it has exposed students to the publishing of maps online.

The site also provides a common place to disseminate information of our organization's activities, new and events, common links that are useful for data and mapping ideas, as well as employment and educational opportunities.

As a principle contributing member of the FarNorCalGIS platform we hold the utmost gratitude to the SRTA Board for making this dream possible. We had envisioned this platform for many years but without the necessary tax status to accept grants our dream was unmet. We hope that you as a board find this platform exciting and rich in communication possibilities that will meet your needs in the future.

Best regards,



Terri Webster, Chair





August 1, 2013

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx:

California applauds the transition to performance-based decision making through implementation of the Moving Ahead for Progress for the 21st Century (MAP-21) national goals. Establishing national goals is an important first step toward improved system management and decision-making. To provide thoughtful recommendations to you, California assembled a multi-agency workgroup through the state's Strategic Growth Council, which considered a broad range of goals for our transportation system.

In partnership with the federal government, California is transforming the state's transportation system to meet the mobility, safety, and greenhouse gas reduction goals of the coming decades. Recent and future Regional Transportation Plans incorporate land use decisions and multimodal transportation investments to reduce greenhouse gas emissions to 1990 levels by 2020 and to achieve a further eighty-percent reduction by 2050. The state is embarking on a rail modernization program that includes high-speed rail and will increase the share of trips accomplished by mass transportation both regionally and inter-regionally. The state transportation goals also include targets for public health, infill development, and active transportation. The adoption of federal performance measurements and targets are fully consistent with these efforts.

Performance based decision making, and the use of performance measures, are key tools to be used in making high-performing, cost-effective investments in the right places and at the right times. We embrace this philosophy as part of an overall asset management approach as required by MAP-21. Investment made in our transportation system over the past 50 years has resulted in extremely high

annual costs of preservation, maintenance, and reconstruction. Performance measures for congestion and system performance highlight the importance of keeping our existing infrastructure in good working order, assisting us in choosing the best strategies to make our existing transportation network operate as efficiently as possible, while assessing where to invest the precious few resources we have to prepare for a growing population and increased goods movement in a safe, reliable, and cost effective manner.

As we develop our asset management plans, performance measures, and targets, we benefit in California from investments made in systems to collect data and provide information necessary to monitor the performance of the National Highway System (NHS) in urban areas. Performance monitoring of the recently expanded NHS will provide a more comprehensive picture of roadway performance and corridor throughput once we have data for the entire system. California also benefits from enhanced land use, transportation, and economic models used by our large Metropolitan Planning Organizations (MPOs) to evaluate the potential impact of a number of transportation, sustainability, and economic measures, and for use where data are limited. We have also partnered with other state departments and our MPOs to conduct a more comprehensive household travel survey for California than ever before to provide data necessary for modeling efforts.

We offer the following suggestions for the United States Department of Transportation's (U.S. DOT) rule-making development for the MAP-21 Status III performance measures of Traffic Congestion, Performance of the Interstate System, and Performance of the non-Interstate NHS (note that we will call the latter two measures "NHS performance" for the purposes of this letter). Suggestions regarding Status I and Status II performance measure areas under MAP-21 (e.g., Safety) have been or will be provided under separate cover.

While we understand that measures and obtainable targets will be considered for adoption in the near-term for the two areas of traffic congestion and NHS performance, California's longer-term, more comprehensive goals and multimodal transportation systems should be kept in mind. We want to identify performance measures that, as improvements in data collection, analysis, and

understanding are made, better capture the transportation benefits provided by improved land use, infill, and active transportation. Goals that require additional or improved monitoring or additional information from surveys will require heightened investment and focus in specific areas where gaps in data and/or information exist. We encourage consideration of additional federal investment to assist in the more comprehensive monitoring of performance.

MEASURES FOR TRAFFIC CONGESTION

Average Peak Period Travel Time. Given that agencies throughout California are working to reduce the amount of time people spend accessing the people, jobs, goods, and services they need, evaluating average travel time enables us to understand if we are being successful at improving this access. In analyzing the amount of time people spend traveling, we evaluate both the distance and the speed at which they are traveling. Considering this measure along with other measures like delay provides a more complete picture of how our transportation system is meeting the needs of our population.

Ideally, we will one day be able to measure travel times for all origins and destinations and for all modes. For now, we can begin measuring the average peak period travel time per commuter with vehicle speed and volume data. California can currently calculate travel times for urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need travel time data for all other roads on the NHS besides urban freeways.

Annual Vehicle Hours of Delay and Annual Person Hours of Delay. Delay (vehicle- or person-hours) for a transit or roadway segment is the extra time spent traveling beyond what one would experience at a given threshold speed. Total delay in a corridor or an urban area is calculated as the sum of individual segment delays for each vehicle or person, and the delays experienced on each day are summed to determine the annual delay.

In California, we propose using 35 miles per hour as the threshold speed for measuring congestion on freeways. We propose this speed not because it is our goal for highway speeds, but because it is a

fair measure of the most severe congestion. Speeds less than 35 miles per hour represent significant lost capacity and have corresponding costs in terms of greenhouse gas emissions and economic productivity loss. We must conduct additional data collection and analysis to establish an appropriate methodology for calculating delay on signalized arterials on the NHS. Given that many states need to establish practices for calculating delay on arterials, we encourage FHWA to support additional research in this area with the hope of establishing a single, national standard for calculating arterial delay.

With its detector data, California can currently calculate delay on urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need speed/travel time data for all other roads on the NHS besides urban freeways.

MEASURES FOR NHS PERFORMANCE

Travel Time Reliability. Travel time reliability is concerned with the consistency or dependability of travel times from day to day, most often measured during weekday peak periods. Reliability is a useful measure in that it can inform transportation agencies about their success in managing congestion, including system management, incident management, and demand management strategies. It also reflects an important aspect of the traveler's experience. Reliability is a way of expressing how predictable travel times are such that travelers can correctly allocate the appropriate amount of time for their trip. It can be frustrating to travelers to have unexpected delays, resulting in them being late for work or appointments—events with potentially negative consequences. Shippers and freight carriers have repeatedly named reliability as the single most important issue with regard to moving goods in California. Just-in-time delivery is heavily dependent on reliable travel times.

California can currently calculate travel time reliability for urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need travel time data for all other roads on the NHS besides urban freeways.

Person Throughput per Lane Mile. Transportation system throughput is the number of people that pass through a location, a segment, or a corridor by all modes over a specified time. To the extent possible, an efficient system uses the maximum amount of available capacity. Thus, total person throughput measures how efficiently the available transportation resource has been used and indicates when efficiency improvements may be necessary. To calculate this measure for the full NHS, California can use traffic volume data from its urban freeway detectors and from the Highway Performance Monitoring System (HPMS), but we anticipate needing additional volume information in non-urban areas and on Strategic Highway Network routes, intermodal connectors, and principal arterials. Passenger count data from transit services and walking and bicycling data are necessary for a complete picture of person throughput.

MEASURES TO CONSIDER IN DATA ANALYSIS

Evaluating the relationship that these recommended measures have to other measures reflecting travel demand is useful in understanding true success in managing congestion and system performance. A valuable indicator of travel demand is **vehicles miles traveled per capita**. A vehicle mile traveled is defined as one vehicle traveling the distance of one mile. Total vehicle miles traveled, thus, is the total mileage traveled by all vehicles in a defined area. In order to evaluate system usage in relationship to travel demand, taking the extra step of calculating vehicle miles traveled per capita provides a picture of the trend in statewide transportation service consumption relative to population growth.

Recognizing that population change and economic indicators such as the unemployment rate, gross state product, personal income levels, and gasoline prices, among others, are factors to consider in analyzing transportation network performance, selected performance measures should not be applied in such a way as to penalize a state or region for the impact on travel demand associated with economic or population growth.

DATA FOR MEASURING TRAFFIC CONGESTION AND NHS PERFORMANCE

As we have discussed appropriate performance measures for evaluating traffic congestion and NHS performance, an important consideration has been the availability and quality of data. Currently, Caltrans collects a relatively large amount of vehicle traffic volume and speed data from vehicle detectors deployed on Interstates and other freeways that are part of the NHS in urban areas of the state. These data enable us to calculate a variety of performance measures for this subset of the NHS. The quickness and ease of calculating different measures varies based on the sophistication of the tools we have built into our Performance Measurement System (PeMS) for each particular measure.

In order to calculate performance measures related to congestion and performance for the entire NHS, one solution is to use third-party speed and/or travel time information. We understand that U.S. DOT may assist states in procuring speed and/or travel time data for the entire NHS, and this would help expedite reporting on many NHS facilities where we currently have no data. However, the data procurement is only a first step towards performance measure reporting. Currently, Caltrans does not use third-party speed data for performance analysis and we will face challenges in terms of data storage, processing, and analysis as we familiarize ourselves with the new data. We hope to integrate any new data sets with existing data systems to fully leverage investments we have already made. We also caution that there is still much to learn about third-party data and we anticipate needing to pay close attention to the quality of speed information on lower-volume segments of the NHS. Insufficient traffic volume data on these same segments may also be an issue.

Additionally, as we strive to build sustainable communities, we must obtain more vehicle occupancy data, transit data, and particularly walking and bicycling data to measure our success in encouraging multimodalism and implementing strategies like Complete Streets. More frequent (at least every two years) community or household travel surveys are necessary to fill in data gaps in each MAP-21 reporting cycle. To develop a robust national performance measurement program, Federal assistance in collecting these additional data will be required.

The Honorable Anthony Foxx
August 1, 2013
Page 7

OTHER CONSIDERATIONS

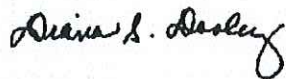
We appreciate the opportunity to comment on the performance measure areas of MAP-21 before the Notice of Proposed Rulemaking (NPRM). Because this performance-based approach is new and will require many states to reallocate resources to organize staff and create systems and procedures to do the necessary reporting, we hope that we will also have the opportunity to make substantive comments after the NPRM is released.

The Honorable Anthony Foxx
August 1, 2013
Page 8

Sincerely,



Brian Kelly
Secretary
California State Transportation Agency



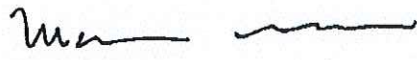
Diana Dooley
Secretary
California Health & Human Services Agency



Ken Alex
Director
Governor's Office of Planning & Research



John Laird
Secretary
California Natural Resources Agency



Matt Rodriguez
Secretary
California Environmental Protection Agency



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

September 23, 2013

Attn: Cari Anderson
Air Resources Board
Air Quality Planning & Science Division, 7th Floor
1001 I Street, P.O. Box 2815
Sacramento, CA 95812

Subject: Technical Methodology Background Information

Dear Ms. Anderson:

Enclosed with this letter are the following documents requested, as background material, in preparation of SRTA's 2015 Regional Transportation Plan/SCS Technical Methodology:

- 2010 Shasta County Regional Transportation Plan (one copy); and
- ShastaFORWARD>> Final Report (three copies).

As mentioned previously by email, copies of the North State Transportation Economic Development Study should be available after October 22, 2013. Documentation regarding SRTA's activity-based travel model should be available between December 2013 and February 2014. As those documents are finalized, copies will be provided to you.

Should you need any additional information, data or have questions please contact me by phone at: (530) 262-6185 or by email at: stiedgen@srta.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, Associate Transportation Planner
Shasta Regional Transportation Agency (MPO)

SMT/jac

Enclosures

Alpine Amador Butte Calaveras Colusa Del Norte
El Dorado Glenn Imperial Inyo Lake Lassen
Madera Mariposa Mendocino Merced Modoc



Mono Napa Nevada Placer Plumas San Benito
Shasta Sierra Siskiyou Sutter Tehama
Trinity Tulare Tuolumne Yolo Yuba

Chair – Kevin Cann, Mariposa County
First Vice Chair – Nate Beason, Nevada County
Second Vice Chair – Lee Adams, Sierra County
Past Chair – Kim Dolbow Vann, Colusa County

President and CEO – Greg Norton
Executive Vice President – Patricia J. Megason
Chief Financial Officer – Karl Dolk

September 23, 2013

The Honorable Edmund G. Brown, Jr.
Governor, State of California
State Capitol, First Floor
Sacramento, CA 95814

RE: Senate Bill 99 – Active Transportation Program - CONCERNS

Dear Governor Brown:

On behalf of the Rural County Representatives of California (RCRC), I write to express concerns regarding Senate Bill 99 (Senate Budget & Fiscal Review Committee), which establishes the Active Transportation Program (ATP).

RCRC is an association of thirty-three rural California counties and the RCRC Board of Directors is comprised of elected supervisors from those member counties.

It is our understanding that your Administration is sponsoring these measures and you will soon be signing them into law. We want to state our concerns for the record as you review the views and positions of other transportation stakeholders. Our primary concern centers on the proposed consolidation of the federally-funded Transportation Alternatives Program, which funds the Recreational Trails and Safe Routes to Schools programs, into the ATP. While language in SB 99 appears to protect the Recreational Trails and Safe Routes to Schools programs, the list of eligible projects and project selection criteria appear to be more restrictive than what is provided through federal policy, and tend to support more traditional urban projects.

Rural county supervisors also have concerns with the proposed funding distribution formulas of the ATP. Under the proposal, rural and urban areas would share in half of the program funding, with 10 percent going to rural areas and 40 percent directed to urban areas. The remaining funds would be distributed on a statewide competitive basis through the California Transportation Commission (CTC) using various eligibility criteria that may place rural areas at a competitive disadvantage. In addition, an unnamed "multidisciplinary advisory group" would be established to evaluate project applicants and CTC funding decisions would be made without input from local Regional Transportation Planning Agency (RTPA) Boards. Rural county supervisors believe that RTPA boards are in the best position to make meaningful investments in their local communities. Rather than establish an advisory group to

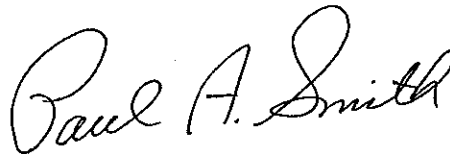
evaluate project applications we recommend that any proposed ATP project go through local RTPA boards so they may be reviewed prior to funding decisions made by the state.

Lastly, due to previous legislative impacts, our members are appreciative of not limiting the definition of "disadvantaged communities" language in SB 99 and the requirement for 25 percent of the funding to be directed toward these communities to Section 39711 of the Health & Safety Code. RCRC supports a broader definition of disadvantaged communities that may include such things as low-income populations and areas that have high levels of unemployment.

RCRC acknowledges that project eligibility, selection criteria, and guidelines will be further developed through the CTC so our concerns may ultimately be addressed during the stakeholder input process. RCRC looks forward to working with the CTC and others in your Administration to further develop project eligibility and criteria to ensure equitable statewide competition.

If you should have any questions or concerns with RCRC's analysis and concerns, please do not hesitate to contact me at 916-447-4806.

Sincerely,

A handwritten signature in black ink that reads "Paul A. Smith". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

PAUL A. SMITH
Senior Legislative Advocate

cc: Brian Annis, Deputy Secretary, California State Transportation Agency
Mitch Weiss, Deputy Director, California Transportation Commission