

May 17, 2005

<h1 style="font-size: 4em; margin: 0;">Agenda</h1>	<p><b>May 17, 2005</b>  <b>11:15 AM – 1:15 PM</b></p> <p><b>Department of Transportation</b>          1120 N Street          Director's Conference Room 1113          Sacramento, CA 95814</p> <p>Contact: Tracy Hendrickson (916) 657-4419</p>
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**Meeting called by:** Rachel Falsetti  
**Facilitator:** Rachel Falsetti  
**Recorder/Time Keeper:** Tracy Hendrickson

**Agenda topics**

Item	Description	Time	Presenter
1	Topics/Agenda/Introductions	11:15	R. Falsetti
2	Ground Rules	11:20	R. Falsetti
3	Approval of the 04/05/2005 CFPG meeting minutes	11:25	R. Falsetti
4	Announcements and updates	11:30	All
5	Two-Tiered Fund Estimate/STIP (15 minutes)	11:35	Greg Pochy
6	Annual Listing of Projects Task Force (20 min) - (Annual Listing of Projects Handout)	11:50	Raymond Odunlami
7	CMAQ Program (30 minutes)	12:10	Cathy Gomes
8	HBRR/SHOPP Quarterly Update inclusion in FTIP (10 minutes)	12:40	Sookyung Kim
9	State Budget May Revise (5 minutes) (Trans May Revision Handout)	12:50	Rachel Falsetti
10	FHWA Air Quality Staff Assignments (5 minutes) (handout to come)	12:55	Wade Hobbs
11	Update on HBRRP (10 minutes) – (HBRRP Handout)	1:00	Susan Harrington
12	Follow-Up Items from last meeting: (10 min)  A. Interested agencies to send E-mail to Bruce Abanathy regarding resolution to shorten RFA process. B. Jean Mazur, FHWA, will draft language for TIP Amendments – (TIP AMENTBL Handout)	1:10	Interested Agencies  FHWA
13	Open Forum & Next meeting date and location:  June 28, 2005                      MTC August 9, 2005                     FHWA September 20, 2005               SACOG November 1, 2005                  CT		All

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P= In person  
T= Teleconference  
N= Not attending  
Blank= No response

**CALIFORNIA FEDERAL PROGRAMMING GROUP (CFPG)  
MEETING MINUTES – May 17, 2005**

The CFPG meeting was held at the Department of Transportation in Sacramento from 11:15 to 12:30 p.m.

**1. Topics/Agenda/Introduction:**

The meeting started with the self-introduction of attendees.

**2. Ground Rules:**

Rachel Falsetti, Caltrans, Federal Programmikng, went over the ground rules for the meeting:

- Since there are phone participants, everyone who speaks should state his/her name and agency.
- Keep comments as brief as possible.
- Stick to the current agenda item. Additional items not in the agenda will be added to the end and will be discussed if time permits.
- Turn off cell phones and limit interruptions.
- This is a forum to hear everyone's concerns, comments and suggestions. Please make sure your voice is heard.
- Facilitator to ask before moving on to the next item if anyone on the phone has any additional comments on the item, then pause for a few seconds.
- Respond to follow-up items and meeting notices by the deadlines.
- Except for follow-up items, the minutes will include discussions that take place during the meeting only. If you do not want what you say during the meeting included in the minutes, state "off the record."
- When not speaking, phone participants to keep their phones on mute if possible.

**3. Approval of 4/05/05 CFPG meeting minutes:**

The meeting minutes for April 5, 2005, were approved with no comments.

**4. Announcements and updates:**

Leigh Levine, FHWA, announced there are no scheduled dates for the Highway Program Finance mini course. Information will be distributed once received.

**5. Two-Tiered Fund Estimate /STIP:**

The fund estimate/STIP is required by code every two years and covers a five-year period. The California Transportation Commission adopts it August 15<sup>th</sup> of every odd numbered year. The major assumption with a two-tiered estimate is because past estimates had

uncertainties with funding (money given to the State, statutes from TIF). It can be suspended in lean budget years.

Rachel Falsetti will distribute a spreadsheet regarding the two-tiered information.

Workshop information will be coming out from the CTC.

#### **6. Annual Listing of Projects Task Force:**

Raymond Odunlami, MTC, stated MPOs struggled to produce an Annual Listing of Obligated Projects report. A committee was put together two years ago to provide a solution. They ran into a dead end. Federal register was distributed from FHWA/FTA regarding public comments and how to enforce existing regulations. The California Federal Programming Group decided to write letter regarding public comment to the United States Department of Transportation to roll back policy to pre-2002 era. Raymond will keep everyone informed.

Handout: Annual Listing for Projects (04/02/05 letter)

#### **7. Congestion Mitigation and Air Quality (CMAQ) Program:**

Cathy Gomes, Caltrans, CMAQ, announced a letter was sent to the CMAQ liaisons regarding a new tracking system. There will be two training sessions held (6/16/05 and 6/23/05) for this new system. The training should last approximately two hours or less. Cathy will be available to go over the training with you.

A User ID will be needed to use the tracking system. Cathy will send out steps on how to obtain your ID and what FHWA will go over. An online guide will also be available. The new database is for current year projects and will be available for use immediately after the training sessions.

Cathy provided a CMAQ task force overview of a formal CMAQ program and processes.

An email will be distributed regarding the large and medium MPOs. Each MPO will have to choose one.

Cathy also went over eligibility issues. Note: Just because a project has been programmed in the TIP, it does not mean it has had a CMAQ eligibility determination. Send an email to Cathy if you're unsure before going to obligation.

#### **8. HBRR/SHOPP Quarterly Update inclusion in FTIP:**

This item was deferred until item #11.

## **9. State Budget May Revise:**

Rachel Falsetti, Caltrans, Federal Programming, announced the TIF would likely not be suspended this year. She went over the allocation for the Proposition 42 transfer: \$678 million to the Traffic Congestion Relief Fund; \$254 million to the Transportation Investment Fund; \$127 million to the Public Transportation Account; \$254 million for local streets and roads.

Handout: Transportation May Revision

## **10. FHWA Air Quality Staff Assignments:**

Wade Hobbs, FHWA, announced staffing assignment changes (effective June 15, 2005). He will distribute an email with the information.

## **11. Update on HBRRP:**

Susan Harrington, Caltrans, Local Assistance, announced a new bridge list is out, dated April 12, 2005. She would like feedback on it. The next list will be ready on October 15, 2005. The list will be distributed sooner if feedback indicates so. If there is a problem adopting the list, email Susan at [Susan.Harrington@dot.ca.gov](mailto:Susan.Harrington@dot.ca.gov). There may be air quality sensitivities. Wade Hobbs, FHWA, stated non-exempt projects need to be pulled out and programmed as individually listed projects.

Item #8 – Every six months HBRR updates will be sent out in Excel format.

It was announced MPOs that have not submitted their Expedited Project Selection Procedures need to do so.

## **12. Follow-up Items from May 17, 2005 Meeting:**

A. Interested agencies to send email to Bruce Abanathie regarding resolution to shorten RFA process.

Bruce has received responses from MTC, SBCAG and Caltrans Local Assistance. He would like comments and/or suggestions in regards to the informational email he distributed about this subject.

B. TIP Amendments

Jean Mazur, FHWA, distributed a TIP Amendment Table handout. She asked that you review it and provide her with any comments.

### **13. Open Forum:**

Wade Hobbs, FHWA, announced financial constraint summary documentation is needed when doing federal TIP amendments (not needed for administrative amendments). FSTIP amendments may not be approved if this information is not provided.

**Follow-up Items:**

1. Rachel Falsetti to distribute spreadsheet regarding Two-Tiered Fund Estimate. Done
2. Cathy Gomes to distribute information regarding obtaining a User ID for the new CMAQ tracking system. Done
3. Cathy Gomes to distribute information regarding large and medium MPO choices. Done
4. FHWA to provide email of staffing assignment changes. Done

April 29, 2005



Docket Management Facility  
U.S. Department of Transportation,  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, DC 20590-0001

RE: Response to Notice of Regulatory Review Docket No. OST-2005-20112"

The purpose of this letter is to submit comments in regards to 23 USC 134 (h) 7 (B) Publication of Annual Listing of Projects.

This Federal Regulation requires each Metropolitan Planning Organization (MPO) to produce an Annual Listing of Obligated Projects. The California Federal Programming Group (CFPG), which includes members from all the Metropolitan Transportation Planning Organizations within California, the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), formed an Annual Listing of Obligated Projects task force to address this requirement. This correspondence transmits our formal comments.

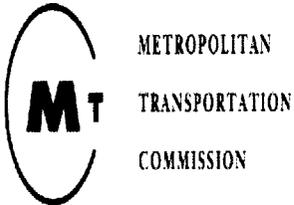
This task force has been working on the Annual Listing of Obligated Projects reporting requirements for over a year. One of our primary concerns is how to readily retrieve the information necessary to meet this federal requirement.

Identifying obligated projects is quite a task especially for the larger MPO's. For example the Southern California Association of Governments (SCAG) has over 2,000 projects in its adopted 2004 Federal Transportation Improvement Program. The State of California, Department of Transportation, previously assisted the MPO's in developing the annual listing of obligated projects.

However, the information needed to produce the portion of the report dealing with projects funded with FHWA funds is housed in the FHWA FMIS database. At this time a report feature for this Annual Listing of Projects is not available in the FMIS database. Due to this fact, as reported by Caltrans, developing the listing is a cumbersome task. The task took 4 full weeks of tedious copy and paste type work to complete the report. In addition, Caltrans staff had to retrieve the information from various locations within FMIS. It was quite a burdensome task for Caltrans to produce the report. The MPOs produced the portion of the report dealing with the FTA funded projects similar to the process Caltrans underwent.

Another over arching issue that confronts the MPOs that needs to be addressed is accessibility to the FMIS database.

The task force explored various options to meet the Annual Listing of Projects federal requirement. The practical solution that had been recommended by the task force was to request FHWA and FTA to add reporting options in FMIS and TEAM that would enable the California MPOs to efficiently retrieve this data. The task force formally transmitted this recommendation to Caltrans and received their support.



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Letter to Docket Management Facility  
April 29, 2005



Unfortunately, the taskforce was unsuccessful in obtaining any assistance from the FHWA and FTA in regards to their request.

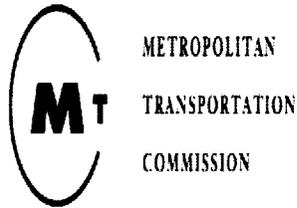
It has been an extremely difficult task to compile a comprehensive list that is understood by the general public. Without changes to FHWA's FMIS and FTA's TEAM database systems this requirement will continue to be a burdensome and time consuming task for all MPOs.

Well the MPOs will continue to do whatever is possible to meet the federal requirement of producing the Annual Listing of Projects report despite being very difficult, time consuming and a burdensome task to accomplish. What we are requesting that we be relieved of this requirement until at such time the TEAM and FEMIS databases can assist MPO's to easily generate the required obligation data needed to produce the reports.

The task force is available to discuss this issue with you at length or if you need any additional information please contact me at (213) 236-1927.

Sincerely,

Rosemary Ayala, Chair  
California Federal Programming Group  
Annual Listing of Obligated Projects Taskforce



**Annual Listing of Projects Task Force Members:**

John Asuncion, Santa Barbara County Association of Governments  
Jason Crow, Sacramento Area Council of Governments  
Raymond Odunlami, Metropolitan Transportation Commission  
Ivan Garcia, Butte County Association of Governments  
Rosemary Ayala, Southern California Association of Governments  
Sookyung Kim, San Diego Association of Governments

S T A T E O F C A L I F O R N I A



**GOVERNOR'S BUDGET**

# May Revision

## 2005-06

### Introduction

The new estimates contained in this May Revision reflect a restored faith in the California economy. Revenues are increasing in the 2004-05 estimated personal income tax, and in the 2005-06 corporate tax. The state's unemployment rate has dropped a full point from 6.4 percent a year ago to 5.4 percent in the latest month report. And with a more vibrant economy, the populations of those receiving assistance from the state have declined, allowing further budget savings. Savings in workers' compensation are beginning to be realized in the cost of doing business. The reported earnings of California companies are up. The prospect of a Governor willing to use his veto pen to preserve a healthy economic environment for California has been observed in the job-creating community. The fact that this budget does not include tax increases also sends a signal of tremendous value to those with jobs to offer: California has come to grips with its spending problems. The state won't run away from the spending habits that got us into trouble by patching things over with a tax increase.

Nevertheless, national economic trends point toward a slowing of the recovery, nationally, and in California, after 2006. It is difficult to predict economic trends more than a year out; but to the extent we can, they show continued economic growth at a slower pace. The result is that the new revenue we see cannot be counted on for the years thereafter. Accordingly, the



## Introduction

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prudent thing is to treat the largest portion of the new revenue predicted since January as one-time rather than permanent.

The wisest action to take when a state has one-time money is to borrow less. The May Revision has no new borrowing at all. We do not make any further borrowings from the Economic Recovery Bonds authorized by the taxpayers in Proposition 57. Leaving more room for those bonds should difficulties arise in future years demonstrates fiscal responsibility. And we are able to pay back 50 percent of the Vehicle License Fee Gap due to local governments. That infusion of about \$600 million dollars will further help local units of government to respond to their needs.

Further, the state is able to make a substantial boost in rebuilding its infrastructure by allowing all the money in the Proposition 42 account to go to its intended purpose. This will help cities and counties immensely as they cope with the growing demands on their roads, bridges, ports, utilities, and airports.

This is a budget that builds: it builds confidence in the restoration of our fiscal system in California, builds roads and infrastructure for our state's vital needs, and builds on the positive relationship between local government and the state started in Proposition 1A by restricting the state from raiding local government. It also builds on our state's schools, our human infrastructure for years to come. We are able to fund fully all the population growth, inflation, and cost shifts schools will encounter, and dedicate a substantial sum to reducing class size, rewarding good teachers, and improving teacher preparation as well.

Despite this good news, systemic budget problems remain. We started this fiscal year with a budget gap of \$8.6 billion. With this budget, we reach balance with no new borrowing. But next fiscal year, we start all over again—likely beginning the year in deficit as automatic spending formulas continue to demand higher amounts of spending whether or not the revenue is there to support those levels.

We should strive to fix the budget process of California not just in this year, but for the long-term as well. We can do it; this budget points the way to how.

# Business, Transportation, and Housing

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## Office of the Secretary of Business, Transportation, and Housing

2004-05	—
2005-06	\$0.5 million

**Cinema Scout**—The May Revision proposes \$500,000 for an upgrade of the servers and software that support the state’s film location database to make it quicker and easier for filmmakers to find sites for filming in California.

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## Department of Transportation

2004-05	—
2005-06	\$1.3 billion

California’s transportation funding, even including the local sales taxes enacted in many areas of the state, has been falling behind the rate of increase of driving for decades. More and more of the revenues have been used just to maintain what is an aging infrastructure and to make seismic safety upgrades, rather than to build new roads. This has led to significant increases in congestion. In recognition of this, the voters passed Proposition 42 in 2002, requiring that state sales and use taxes on the sale of motor vehicle fuel be used for public transportation, city and county street and road repairs and improvements, and state highway improvements. Proposition 42 was partially suspended in the 2003 Budget Act and fully suspended in the 2004 Budget Act. With the revenues produced by the improving California economy, the May Revision proposes full funding of Proposition 42 in 2005-06. Combined with \$1 billion promised from tribal gaming revenues when they become available and \$250 million previously budgeted for state staff and operations costs that have been freed up by the new leadership of Caltrans, almost \$2.6 billion more in funds for transportation projects would be provided. This will further expand California’s economy by producing construction jobs in the short run and reducing congestion to speed up goods movement and allow people to spend less time sitting on the freeway and more time with their families at home.

## Expenditures: **Business, Transportation, and Housing**

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The Governor's current legislative budget control proposal, ACA 4, First Extraordinary Session, would prohibit further suspension of Proposition 42, beginning in 2007-08. Furthermore, ACA 4, First Extraordinary Session, provides for repayment of all past Proposition 42 suspensions in equal annual increments no later than 2021-22.

**Proposition 42 Transfer**—The Governor's January Budget proposed the full suspension of the 2005-06 Proposition 42 sales tax transfer with repayment over 15 years. The availability of additional one-time revenues now instead permits the Administration to propose \$1.313 billion, the full amount of the Proposition 42 transfer to the Transportation Investment Fund with the following allocation, pursuant to existing law:

- \$678 million to the Traffic Congestion Relief Fund.
- \$254 million to the Transportation Investment Fund (for State Transportation Investment Program projects).
- \$127 million to the Public Transportation Account.
- \$254 million for local streets and roads.

These funds, in combination with the proceeds of the tribal gaming bonds when they become available, would provide nearly a 28 percent increase in state budget funds for transportation over the 2004-05 level. In allocating any additional transportation monies, the Business, Transportation and Housing Agency will work with the California Transportation Commission to give priority to projects with the highest economic impact.

**Caltrans Operational Savings**—Caltrans has achieved \$51.6 million in current year operational savings, and will achieve permanent savings of \$50 million beginning in 2005-06. These savings are proposed to be redirected towards transportation projects, and would result in the California Transportation Commission being able to program \$251.6 million in additional capital outlay projects in the 2006 Fund Estimate. This more than offsets the reduction in Tribal Gaming revenues discussed below.

**Tribal Gaming Bonds**—Due to litigation that has been filed against the state, the Governor's January Budget assumed the bonds would be sold in 2005-06 rather than in 2004-05 as was originally anticipated. The Governor's January Budget also assumed that there would be additional compacts negotiated so that the bond proceeds would be sufficient to repay the entire loan amount due to the Traffic Congestion Relief Fund no later than June 30, 2006. The May Revision proposes to reduce the amount that the tribal gaming revenue securitization is expected to generate by \$222 million, reflecting the absence of any new compacts at this time, while not intending to suggest that there will not be additional compacts adopted. Our new assumption is that the bonds and revenues collected prior to issuance will generate \$1 billion. The remaining \$222 million will either be repaid from additional compact revenues to be dedicated to transportation when they are negotiated, or no later than 2021 under the provisions of ACA 4, First Extraordinary Session.

## Expenditures: **Business, Transportation, and Housing**

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**GoCalifornia Legislation**—The Administration has sponsored three pieces of legislation related to its GoCalifornia initiative:

- **AB 850**—This proposal will allow Caltrans to accept private sector investment and authorize franchise agreements with the private sector so that they may then charge tolls to recoup their investment. This proposal would authorize Caltrans to construct and operate value-pricing programs involving High Occupancy Toll (HOT) lanes. In High Occupancy Vehicle (HOV) lanes where ample space is available and travel time can be reduced, HOT lanes can provide an alternative source of revenue by allowing single occupancy vehicles access to those lanes at a flat rate.
- **AB 1266**—Design-sequencing is an approach to construction projects that permits construction activities to begin prior to the full completion of the design phase. This approach is used today in the private sector very successfully.
- **SB 705**—The design-build process will allow Caltrans to select a contractor that will complete both the project design and construction under one agreement. Currently, Caltrans uses the “design-bid-build” process, which utilizes Caltrans engineers to design the project and then awards the construction to a private firm.

The May Revision proposes that these measures be considered budget trailer bills and link their passage to the availability of the Proposition 42 funds. The three-bill GoCalifornia legislative package, along with the Governor’s proposed budget reform Constitutional Amendment, will streamline project delivery, allow for innovative financing, and protect transportation funding.

The Governor’s Budget acknowledged the interrelationship between transportation policy and transportation investment and responsible land use policy. The Governor’s Budget stated the following:

“Transportation policy and investment also must be linked to responsible land use policy. Poor coordination of job generation and housing production has led to more vehicle miles traveled and growth in single-occupant vehicle trips. Community planning should foster more accessibility to services by alternative transportation systems, including pedestrian and bike traffic. The congestion that results from disconnected policy and planning threatens Californians’ health, economy, and environment. Better community design will reduce vehicle trips and decrease demand on the transportation system, helping relieve congestion and lowering pollution emissions. Needed investments in road construction can then have the greatest impact on mobility and economic prosperity.”

**Regional Blueprint Plans**—To facilitate better community design, the May Revision also proposes to increase federal authority by \$5 million to provide grants to metropolitan planning organizations (MPOs) to produce regional “blueprint” planning documents. MPOs, in cooperation with the Councils of Government, may voluntarily apply for grants to develop plans that will guide future development and land use decisions to promote economic development, while protecting the environment, promoting healthy cities, and reducing unnecessary travel demand. Additionally, the Administration is working with local government and other stakeholders to develop legislation to authorize a revolving

## Expenditures: **Business, Transportation, and Housing**

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loan program to fund local General Plan revisions to accommodate more housing, consistent with the improved transportation planning.

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### **Department of Motor Vehicles**

<b>2004-05</b>	—
<b>2005-06</b>	<b>\$4.1 million</b>

**Verification of Insurance**—The May Revision proposes \$4.1 million and 9.5 positions to implement Chapter 920 (SB 1500) and Chapter 948 (AB 2709), Statutes of 2004, which provide for mandatory electronic reporting of vehicle insurance changes and making this information available to law enforcement. The Administration also proposes trailer bill language to extend the implementation of the registration suspension provisions to July 1, 2007, in order to provide the Department of Motor Vehicles (DMV) sufficient time to implement the mandates imposed by these measures.

Chapter 920 requires the DMV to verify insurance has been obtained within 30 days after issuance of a registration card and to suspend, cancel, or revoke the registration of a vehicle when it is determined that the vehicle registration was attained by providing false evidence of financial responsibility or upon notification by an insurance company that the required coverage has been canceled and not reinstated within designated timeframes. Chapter 948 requires the DMV to develop methods by which law enforcement officers may verify that the DMV has received an electronic notification that a policy or bond for the motor vehicle has been issued.

Funding is proposed in the 2005-06 fiscal year for information technology systems development to prepare to implement the bills' provisions.

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### **Department of Housing and Community Development**

<b>2004-05</b>	—
<b>2005-06</b>	<b>\$1.0 million</b>

**Addressing the Chronically Homeless Initiative**—The May Revision includes \$750,000 from the General Fund for technical assistance and predevelopment loans to assist in the creation of shelter and services for chronically homeless persons. As much as \$40 million remaining unused from the last housing bond will be redirected to lend to developers of housing for the mentally ill. These funds will leverage existing tax credits and local funding. Integrated with this is a redirection of \$2.4 million of new Proposition 63 funds to provide rent subsidies and establish collaboratives at the local level to assist counties in developing projects to promote stable housing for homeless persons. It is expected that local government will also contribute from their Proposition 63 funding to provide needed services. The May Revision also includes \$250,000 from the General Fund for interagency coordination of efforts to assist the homeless.

California Federal Programming Group  
May 17, 2005  
Meeting

Highway Bridge Replacement and Rehabilitation Program (HBRRP)  
1:00 P.M. Handout

The Caltrans Division of Local Assistance HBRRP staff/advisory committee would like your feedback on the following items:

To MPO representatives:

- Caltrans proposes to produce new HBRRP lists (for line-item and grouped bridge projects) twice during the federal fiscal year: October 15 and March 1<sup>st</sup>. Will these dates allow you to adopt the list into your Federal Transportation Improvement Program (FTIP) within a month or two? In other words, will you have a council or board (your decision-making authority) meeting shortly these two dates to you allowing adoption of the list quickly? Please let us know if there are better dates for us to publish the lists to make your regularly scheduled meetings (within or close to October and March).
- Are any problems hindering you from adopting the April 2005 HBRRP listing Caltrans sent out on April 12? Website for the current list is: <http://www2.dot.ca.gov/hq/LocalPrograms/hbrr99/FSTIP.html>

To City and County Representatives:

- Is there an easy way you could note which line-item HBRRP projects have air quality impacts and/or crossover "milestone" years when you send your projects to your District Local Assistance Engineer (DLAE)?

PLEASE EMAIL RESPONSE BY MAY 20 TO: [susan\\_harrington@dot.ca.gov](mailto:susan_harrington@dot.ca.gov)  
THANK YOU.

**DRAFT**  
**Transportation Conformity Information for TIP Amendments**

Type of Amendment	New TIP Conformity Determination?	New Regional Emissions Analysis?	Conformity Information
<p>1. Minor Changes</p> <ul style="list-style-type: none"> <li>• e.g. changes consistent with Caltrans' administrative amendment procedures</li> </ul>	No	No	<p>Transmittal Information:</p> <ul style="list-style-type: none"> <li>o A statement describing the change being made.</li> <li>o A statement that the change is consistent with the administrative amendment procedures.</li> <li>o If the project is a non-exempt, regionally significant project, a statement that the change does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and TIP.</li> <li>o If applicable, a statement that the change for this project do not interfere the timely implementation of any approved TCMs.</li> </ul> <p>Conformity Procedures/Documentation:</p> <ul style="list-style-type: none"> <li>o No additional documentation required.</li> </ul>
<p>2. Formal Amendment - Funding Changes &gt; allowed as a Minor Change -</p> <ul style="list-style-type: none"> <li>• e.g. funding changes greater than allowed per Caltrans' administrative procedures</li> </ul>	No	No	<p>Transmittal Information:</p> <ul style="list-style-type: none"> <li>o A statement describing the change being made.</li> <li>o If the project is a non-exempt, regionally significant project, a statement that the change does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and TIP.</li> <li>o If applicable, a statement that the cost changes for this project do not interfere the timely implementation of any approved TCMs.</li> <li>o A statement that the TIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450 (e.g. financial constraint, public involvement and consistency with the RTP).</li> </ul> <p>Conformity Procedures/Documentation:</p> <ul style="list-style-type: none"> <li>o No additional documentation required.</li> </ul>

**DRAFT**  
**Transportation Conformity Information for TIP Amendments**

Type of Amendment	New TIP Conformity Determination?	New Regional Emissions Analysis?	Conformity Information
<p>3. Formal Amendment - Exempt Projects (2) -</p> <ul style="list-style-type: none"> <li>• e.g. add/delete exempt project or project phases to/from the TIP</li> <li>• e.g. add environmental studies for a non-exempt project to the TIP (environmental document cannot be approved)</li> </ul>	No	No	<p>Transmittal Information:</p> <ul style="list-style-type: none"> <li>o A statement describing the change being made.</li> <li>o A statement that the project was determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127 or 93.128.</li> <li>o A statement that because the projects are exempt, no further conformity determination is required.</li> <li>o If applicable, a statement that the changes do not interfere the timely implementation of any approved TCMs.</li> <li>o A statement that the amendment was circulated for the appropriate public and interagency comment period per the MPOs public involvement procedures and the conformity SIP, respectively.</li> <li>o A statement that the TIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450 (e.g. financial constraint, public involvement and consistency with the RTP).</li> </ul> <p>Conformity Procedures/Documentation:</p> <ul style="list-style-type: none"> <li>o No additional documentation required.</li> <li>o The amendment should be circulated through interagency consultation consistent with the procedures contained in the nonattainment area conformity SIP.</li> </ul>

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**Transportation Conformity Information for TIP Amendments**

Type of Amendment	New TIP Conformity Determination?	New Regional Emissions Analysis?	Conformity Information
<p>4. Formal Amendment - Conformity Determinations and Relies on a Previous Regional Emissions Analysis -</p> <ul style="list-style-type: none"> <li>• e.g. adding a regionally significant project to the TIP when it has already been appropriately accounted for in the regional emissions analysis</li> <li>• e.g. adding a non-regionally significant project to the TIP</li> </ul>	<p align="center">Yes</p>	<p align="center">No</p>	<p>Transmittal Information:</p> <ul style="list-style-type: none"> <li>o A statement describing the change being made (e.g. the project is a non-regionally significant, non-exempt project <u>or</u> the project is a regionally significant project).</li> <li>o TIP as amended meets the following transportation conformity provisions 40 CFR 93.122(g).</li> <li>o A statement that the conformity determination was based on the previous regional emissions analysis. Include the name of the RTP and the date of the MPO and USDOT conformity determinations.</li> <li>o A statement that the TIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450 (e.g. financial constraint, public involvement and consistency with the RTP).</li> <li>o If applicable, a statement that the changes do not interfere the timely implementation of any approved TCMs.</li> <li>o A statement that the TIP as amended was found to conform to the applicable SIP.</li> </ul> <p>Conformity Procedures/Documentation:</p> <ul style="list-style-type: none"> <li>o Document interagency consultation per conformity SIP.</li> <li>o Document public involvement per public involvement procedures.</li> <li>o Document conditions of 40 CFR 93.122(g) including reference to documentation of currently conforming RTP and TIP and the dates of the MPO and USDOT conformity determination.</li> <li>o Document financial constraint.</li> <li>o Document timely implementation of approved TCMs.</li> <li>o Include MPO conformity determination (resolution).</li> <li>o Include summary of emissions budget test or interim emissions test from currently conforming RTP and TIP.</li> </ul>

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**Transportation Conformity Information for TIP Amendments**

Type of Amendment	New TIP Conformity Determination?	New Regional Emissions Analysis?	Conformity Information
<p>5. Formal Amendment, Conformity Determination and New Regional Emissions Analysis -</p> <ul style="list-style-type: none"> <li>• e.g. add non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis</li> <li>• e.g. change in non-exempt, regionally significant project that is not consistent with the design concept and scope or the conformity analysis years</li> </ul>	Yes	Yes	<p>Transmittal Information:</p> <ul style="list-style-type: none"> <li>o A statement describing the change being made (e.g. a new regional emissions analysis because a non-exempt project was: 1) added; 2) deleted; 3) there was a significant in the design concept and scope of a regionally significant non-exempt project; or 4) conformity analysis year changed for a regionally significant, nonexempt project).</li> <li>o A statement that the TIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450 (e.g. financial constraint, public involvement and consistency with the RTP).</li> <li>o A statement that a new regional emissions analysis was performed.</li> <li>o If applicable, a statement that the changes do not interfere the timely implementation of any approved TCMs.</li> <li>o A statement that the TIP as amended conforms to the applicable SIP.</li> </ul> <p>Conformity Procedures/Documentation:</p> <ul style="list-style-type: none"> <li>o <i>Most MPOs have standard documentation and procedures they use for a conformity determination that includes a new regional emissions analysis. To date, the documentation and procedures have been adequate. FHWA/FTA will work with MPOs on an individual basis to address any concerns relating to this type of amendment.</i></li> </ul>