

Transmitted by Email

June 13, 2016

Norma Ortega
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Re: Funding Allocations Under the Fixing America's Surface Transportation Act

Dear Ms. Ortega

This letter confirms the support of the California Association of Councils of Governments, the Rural Counties Task Force, and the Regional Transportation Planning Agencies of the proposed allocation of Fixing America's Surface Transportation Act (FAST Act) funds between state, local, and regional projects.

Traditionally, California has allocated federal funds in a way that allows for 60 percent of the funds to go toward state projects and 40 percent to go toward local and regional projects. Over the past few months, you and your staff has worked with representatives of local and regional governments to craft an allocation plan that will work for all levels of governments. We very much appreciate that effort and the level of our partnership.

The following points detail our support:

- We support the proposed allocation includes both formula federal funds and allocated funds, where as prior versions only included formula funds. Specifically, the off-the-top takedowns (State Planning and Research and Section 164 Penalties) are now included in the 60/40 allocation plan.
- We support the remodeling of HSIP funding to provide the maximum benefit and flexibility to the state and local agencies, while maintaining the overall 50/50 split between state highways and local streets and roads as required in Section 2333 of the Streets and Highways Code.
- We support exchanging \$21 million of local HSIP funds at the federal level (with FHWA approval) for STBGP funds, which will be used directly on ATP projects (and free a corresponding amount of TAP set aside funds to be used for other STBGP

projects). This exchange will allow for ease of implementation of the Active Transportation Program (ATP), but will continue the safety focus on alternative transportation. Prior year allocations had included a \$26 million swap. The slightly lesser \$21 million swap assures consistency with Section 2333 insofar as the funds will be used in the state's Active Transportation Program, which serve pedestrian and cycling safety objectives on local streets and roads. This is also consistent with the consolidation of the Safe Routes to School program (and the HSIP funds that were used to support it) into the ATP under MAP-21.

Again, we very much appreciate the level of effort and cooperation that the Department has extended during this planning effort. We look to a continued working partnership as we implement the FAST Act.

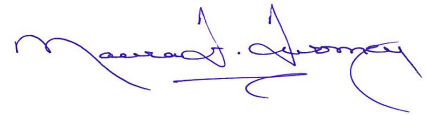
Best Regards,



Bill Higgins
Executive Director
CALCOG



Sarkes Khachek
Moderator
RTPA Group



Maura Twomey
Rural Counties Task Force
& Executive Director
AMBAG