

- controlled by the states rather than regional agency Metropolitan Planning Organizations (MPOs). Moreover, in a few states, regional planning funds under the combined planning grants in federal highways and federal transit, which can only be used by regional agencies, have been held up as state officials try to steal such funds to balance state budgets. So, whatever difficulties we feel we may have, in terms of our relationship with state officials, we should recognize that things could be a lot worse.
- **Transportation Development Act - unmet transit needs determinations** - In any county, which in 1970 had a population under 500,000, there is authority to use Transportation Development Act (TDA) funds for local streets and roads if a regional agency finds there are no "unmet transit needs." Recently, Caltrans officials have been proposing different ways of making such calculations and withholding approvals for regional agencies' determinations. CALCOG member agencies and CALCOG staff have been discussing this with state officials, who sent out mixed signals as to whether they are still pursuing changes in this well-established policy.
- **Continued flow of federal transportation planning funds when the state budget is delayed** - SCAG has sponsored legislation supported by CALCOG to ensure that federal transportation planning grant funds can continue to flow to regional agencies if the state budget is significantly delayed. CALCOG delegates agreed that this legislation should be supported statewide, as even though other agencies were not as close to not meeting payroll as SCAG had been in 2002, there is no way of knowing who might be affected in future years. Since these funds can only be used for regional agency purposes, CALCOG should continue to pursue legislation to allow these funds to flow, since the state cannot use them for any other purpose.
- **Implementation of AB 857 (Wiggins) 2002 - State infrastructure investment policies** - CALCOG Delegates expressed an interest in having regional agencies work closely with state officials in implementing the new state legislation to guide state investments to accomplish three policy objectives - invest in infill, protect resources, and have more efficient development along the urban fringe. Delegates and staff urge that CALCOG staff continue to participate in discussions with state officials to ensure that state agencies seek regional input as to regional priorities in making investments to accomplish these objectives. The Office of Planning and Research, charged with implementing this law will be invited to discuss it at a meeting of COG Directors.
- **CALCOG Public Policy Program for 2004** - Also at the August meeting, Delegates began the process of developing CALCOG's priority actions for 2004. This is the annual CALCOG policy document that will be adopted at the Fall Delegates Meeting scheduled for Tuesday, November 18<sup>th</sup> in Monterey.

At the August meeting, the only action is to suggest ideas that are not highlighted in the previous year's policies. Delegates urge that CALCOG provide greater attention to the need to protect the existing allocations, not just for the State Transportation Improvement Program, but also for transportation enhancement funds, whereby 75% of these funds are allocated by regions and 25% by the state.