



CALIFORNIA TRANSPORTATION COMMISSION

Policies for the Clean Air and Transportation Improvement Act (Proposition 116) Non-Urban County Transit Projects Guidelines

Resolution G-95-22 Amending Resolution G-91-6

- 1.1 WHEREAS, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Act (CATIA), for \$1.99 billion for rail and mass transportation purposes; and
- 1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the twenty-year term of the Proposition; and
- 1.3 WHEREAS, Proposition 116 calls for the Commission to establish an application process and to develop and adopt guidelines to implement those programs; and
- 1.4 WHEREAS, the Commission adopted Resolution G-91-6: "Policies for the Clean Air and Transportation Improvement Act Non-Urban County Transit Projects" on June 23, 1991, to serve as guidelines to implement Non-Urban County Transit projects; and
- 1.5 WHEREAS, the Commission revised Resolution G-91-6: "Policies for the Clean Air and Transportation Improvement Act Non-Urban County Transit Projects" on April 10, 1992; and
- 1.6 WHEREAS, Proposition 116 Non-Urban County grant recipients should have the ability to begin delivering a project as soon as possible after a project is approved.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission hereby amends Resolution G-91-6: "Policies for the Clean Air and Transportation Improvement Act Non-Urban County Transit Projects" with the attached: "Policies for the Clean Air and Transportation Improvement Act (Proposition 116) Non-Urban County Transit Projects Guidelines", to serve as revised guidelines to implement Non-Urban County Transit projects; and
- 2.2 NOW THEREFORE BE IT FURTHER RESOLVED, that the Commission hereby approves the attached Advance Expenditure of Local Funds Agreement as a means to allow a Proposition 116 Non-Urban County grant recipient to begin to expend local funds eligible for reimbursement, after a project is approved by the Commission.

1. CALIFORNIA TRANSPORTATION COMMISSION
POLICIES FOR
NON-URBAN COUNTY TRANSIT PROJECTS



**POLICIES FOR THE
CLEAN AIR AND TRANSPORTATION IMPROVEMENT ACT
NON-URBAN COUNTY TRANSIT PROJECTS**

Revised November 29, 1995

GENERAL POLICIES

1. The Commission, as the designated policy body in the Clean Air and Transportation Improvement Act (CATIA) of 1990, will implement the CATIA in a timely, cost effective, and efficient manner.
2. The Commission shall, to the extent feasible, integrate the CATIA process with the State Transportation Improvement Program (STIP) and Transit Capital Improvement (TCI) program process to minimize multiple application cycles and duplicate applications, while not delaying any CATIA projects proposed for funding.
3. The Commission will award grants as specified in the CATIA and ensure that the CATIA is implemented over the term of the ACT from 1990 to 2010.
4. The Commission prefers to implement this grant program so as to assure that use of CATIA funds will implement the non-urban county program no later than the year 2000.
5. The Commission will seek to maximize the use of funds in the CATIA and other funding sources to provide for the non-urban county program.
6. The Commission shall allocate funds on a per capita basis, based on the 1990 Federal Decennial Census.
7. The Commission will only accept eligible grant applications for non-urban county projects as defined or identified in the CATIA (see Policy 38).
- 8a. The Commission shall require that all non-urban county project equipment and facilities be fully accessible to older persons, persons with disabilities (including wheelchair users) and be reasonably accessible to bicycles.
- 8b. The Commission shall further require that grants for the establishment of separate bicycle paths and ways be awarded only if the California Department of Transportation determines that the route will be principally used by bicycle commuters.
9. The Commission shall require the eligible grant applicants and the implementing agencies to demonstrate that the non-urban county projects do not duplicate existing service and facilities and are coordinated with other transit services.

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10. The Commission shall review annually, and as necessary, amend the CATIA policy guidelines, application guidelines, and financial guidelines to ensure that the program reflects current law as well as Commission policies and programs.
11. The Commission shall not permit Passenger Rail and Clean Air Bond Act funds, based on state law, Chapter 1599, 1990, (SB 2592, Kopp), or other state funds to be matched with CATIA funds.
12. The Commission intends that if CATIA bond issues are not sold as anticipated, the amount available to each eligible grant applicant during that time period will be reduced proportionately for that bond issue as allowed by CATIA Section 99604.
13. The Commission may, if it has not received applications by December 31, 1992, for all of the funds available for allocation pursuant to section 99628, reallocate the remaining funds on the basis of a competitive grant program to the counties specified in subdivision (a) of Section 99628.

PROGRAM POLICIES

14. All eligible grant applicants shall be encouraged to coordinate and work closely with the Commission (through its staff or consultant) and affected agencies during the early preparation stage of the eligible grant application prior to submittal. Advance review by the Commission and the affected agencies is intended to assure timely review of the grant application submittal.
15. All eligible grant applications for non-urban county projects shall be submitted by December 31, 1992 in conformance with the following:
 - a. A total project application must be submitted for annual element projects. The application shall include a complete description of the project, a financial plan, an operating plan and a cash flow expenditure plan over the life of the project.
 - b. An application must also be submitted for each proposed project beyond the first year prior to December 31, 1992. The application shall include a concise description of the project, a financial plan, and an operating plan.
 - c. If the eligible grant applicant is not the intended operating agency, then the eligible grant applicant must specify the agency and submit assurances from the agency that it will operate and maintain the project once it is completed.
16. All project applications for non-urban county projects shall be submitted by the eligible grant applicant to the Commission, as well as the Department of Transportation, transportation planning agencies, transportation commissions, affected transit districts, and affected cities, counties and agencies for review and comment.
 - a. The eligible grant applicant shall respond to comments as a part of its total project application and annual request for funds and submit its responses to the commenting agency and to the Commission.

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- b. Where multiple funding sources are involved and approval must be given by the appropriate Transportation Planning Agency (TPA) on the non-CATIA funds, then the TPA shall, within two months of the receipt of the total project and annual request for funds, indicate approval or disapproval on that portion of the non-CATIA funding package and submit its response to the Commission. This policy does not relieve the eligible grant applicant from complying with other State statutes that mandate project review and approval.
17. The Commission shall accept all project applications on an application cycle to be determined by the Commission.
18. The Commission shall establish a competitive grant program and shall accept applications for the remaining funds not applied for by eligible grant applicants on a cycle to be determined by the Commission based on guidelines adopted by the Commission.
19. An eligible grant applicant may transfer its status, including all rights to specified funds and all responsibilities for implementing the project, to another local agency that agrees to accept the rights and responsibilities to deliver the project. This transfer of status must be approved by the California Transportation Commission, the eligible grant applicant and the local agency.
20. Two or more eligible grant applicant agencies may join in applying for a grant for a project in which each of the agencies will participate.
21. Pursuant to Sections 99625, 99626 and 99639, Humboldt County Association of Governments, Mendocino Council of Governments, and the County of Marin and County of Sonoma may, under certain circumstances, expend funds provided to their respective counties under CATIA for the purposes of specified in Section 99628. In the event these counties choose to expend their funds pursuant to section 99628, the guidelines and application procedures established herein shall apply.
22. The Commission shall amend all approved CATIA projects by resolution on an ongoing basis into the current State Transportation Improvement Program.
23. Funds may not be allocated for street or highway improvements, operations, maintenance, or construction.

FINANCIAL/FUNDING POLICIES

24. The Commission intends to adopt financial guidelines for the transfer and expenditure of funds that are consistent with Section 164.4 of the Streets and Highways Code.
25. The Commission intends to allocate CATIA funds in a manner that minimizes state debt service on the bond issues.
 - a. The Commission's approval of a project application will delineate the state's share of the total project cost.

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- b. Commission approval alone of a project application does not constitute authorization for an applicant agency to begin incurring capital or project support costs. Applicant agency project expenditures for capital costs or project support costs (contractual obligations and expenditures) including, but not limited to, environmental studies, preliminary engineering & design, right of way acquisition, project construction, transit vehicle acquisition and equipment purchase, shall not begin until a contract in the form of a fund transfer or cooperative agreement with the Department is executed. In no event shall any reimbursement of local agency costs be authorized unless and until a Commission allocation of dollars is approved. The Commission will allocate funds to an approved project consistent with the Commission's adopted guidelines for local agency reimbursement.
 - c. In Resolution G-95-05 adopted on May 3, 1995, the Commission delegated to Caltrans limited authority to make local grant allocations for project development work as defined in the Commission's Financial Guidelines adopted on June 20, 1991. Caltrans will enter into an Agreement with the Agency if an allocation for project development work is approved.
 - d. Grant applicants incurring costs or contractual obligations for costs on an approved Non-Urban County Transit project prior to executing a contractual agreement with the Department, do so acknowledging that those are not allowable project costs for reimbursement or cost matching purposes.
26. The Commission will, as appropriate, use its Five-Point Strategy for Program Delivery Reform (#G-90-21), Cost Monitoring Policy (#G-90-11), and Timely Use of Funds Policy (#G-88-6) to ensure that the eligible grant applicant shall provide a project and services in a timely and cost effective manner. If the project is delayed, the eligible grant applicant shall describe the causes of the cost increases, detail measures to be taken to fund the increases, and describe cost control measures on future project costs (see attachments to non-urban county, rail, bicycle guidelines).
27. Funds made available pursuant to section 99628 and 99639 may be pooled by an eligible grant applicant in contiguous counties and used with private funds to acquire existing railroad right-of-way for passenger and freight rail projects, or for other rail projects.
28. CATIA funds are not subject to the South/North split and county minimums except where applicable under Sections 188.0 and 188.8 of the Streets and Highways Code.
29. CATIA funds may be eligible to enhance a completed project if a cost savings exists pursuant to the Commission's Cost Saving Policy (G-90-9).
30. The Commission shall require that the eligible grant applicants/ operating agencies demonstrate they have the financial capacity to construct, maintain, and operate the project services, as well as the financial and institutional ability to accept the legal liabilities and obligations.

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31. Project cost shall be based on the first total project application submitted and approved by the Commission. Modifications may be made to the original total project application as necessary, subject to approval by both the eligible grant applicant and the Commission and executed amendments to the fund transfer agreement or cooperative agreement with the Department.
32. If projects exceed the total cost proposed by the eligible grant applicant, then the eligible grant applicant shall cover the cost increases with local, federal or private funds.
33. If Federal, Local, Private or other funding is available for a project, then the CATIA funds used for the project shall be expended with the federal, local, private or other funding sources during the implementation of the project. The intent of the Commission is to allocate funds throughout all the project elements to ensure that reasonable progress and project implementation occurs.
34. The project must have the appropriate environmental clearance prior to an allocation of design or construction funds. Preliminary engineering and environmental studies do not require environmental clearances in advance.

PROJECT POLICIES

35. The Commission will allow the use of up to 5% of the total grant allocation for preconstruction work such as preliminary engineering and environmental work, but not for feasibility or planning studies.
36. The Commission shall accept applications from the eligible grant applicants listed in CATIA Sections 99625, 99626, 99628, and 99639, as applicable.
37. The eligible grant applicant designated in CATIA shall submit a joint application with the operating agency (see Policy 14c).
38. The Commission will fund and allocate monies only for those activities which it considers to be eligible based upon the activities defined in the Act and the application guidelines.

JUSTIFICATION POLICY

39. An eligible grant applicant may request the Commission, during its complete project application, to waive a specific policy or policies in the policy guidelines. The eligible grant applicant shall justify the waiver by responding in full to comments and requests for data and information from the Commission, the Department of Transportation, transportation planning agencies, transportation commissions, affected transit districts, and affected cities, counties and agencies.

The affected agencies shall submit their comments to the appropriate TPA to assemble the comments and responses for submittal to the Commission for consideration and action (see Policy 15). The Commission will consider the applicant's justification request, comments submitted by affected agencies via the TPA and other information received from interested parties. The Commission will make a formal finding by resolution, to either deny or grant a partial waiver or waive the policy or policies in policy guidelines for that annual cycle of full project applications. Future submittals are not exempt from the Commission's policies without a resubmittal of a justification waiver request and approval of this resubmittal by the Commission.

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DEFINITIONS:

40. Non-Urban County Projects Mean: (see Section 99628).
- a. Railroad grade crossing improvements, acquisition of railroad rights-of-way for rail transportation purposes, rail passenger or other rail stations, railroad soundwalls, and other local rail improvements for safety.
 - b. Purchase of paratransit vehicles may include but are not limited to modified minivans, eight-to-fifteen passenger vans, sixteen-to-twenty-four-passenger paratransit buses, and communication and ancillary equipment. All vehicles purchased must be accessible to handicapped individuals. Purchase of vehicles that use alternative fuels should be considered, (see policy 8A).
 - c. Capital facilities for accessible public transportation, including all capital expenditures needed for support and efficient operation of public transit, include but are not limited to: bus terminals, transit vehicles, transfer facilities, maintenance facilities, shelters, bus stop improvements, "Park and Bus" lots (park and ride lots associated with transit transfer), communication and ancillary equipment. Bicycle storage facilities are eligible when part of a bus terminal, transfer facility or bus stop improvement, and bike racks are allowable as a part of a transit bus procurement.
 - d. Bicycle projects are eligible and include capital outlay for bicycle improvement projects which improve safety and convenience for bicycle commuters, (CATIA Section 99650).
 - e. Pedestrian improvement projects may be eligible where such facilities are necessary to facilitate pedestrian commuter travel. Eligible projects shall include pedestrian improvements (1) on a "Suggested Route to School" (See Chapter 10, Caltrans Traffic Manual), or (2) in support of public transit use. Projects in support of public transit use shall lie within one-quarter mile of a transit route to be eligible (see Policy 8d).
41. "Bicycle Commuter" is defined as a bicyclist making a trip for transportation purposes such as travel to work, to school, shopping or other activity center, rather than for exercise or recreational purposes.
42. "Pedestrian Commuter" is defined as a pedestrian making a trip for transportation purposes such as travel to work, to school, shopping or other activity center, rather than for exercise or recreational purposes (see Policy 40e).

**CLEAN AIR AND TRANSPORTATION IMPROVEMENT ACT
NON-URBAN COUNTY TRANSIT PROJECT APPLICATION GUIDELINES**

I. PURPOSE AND AUTHORITY

The Clean Air and Transportation Improvement Act (CATIA) makes available \$73 million in bond funds to fund a program of grants to eligible grant applicants for railroad grade crossing improvements, acquisition of railroad rights-of-way for rail transportation purposes, rail passenger improvements for safety; purchase of paratransit vehicles; and other capital facilities for public transportation. Pursuant to sections 99625, 99626, 99628, and 99639, as applicable, eligible grant applicants must submit an application that meets the requirements described within the Non-urban County Program Policy Guidelines and Application Guidelines, as well as requirements for a financial plan, an operations plan, and a cash expenditure plan for the annual application of funds and total funding package.

These guidelines are intended to assist in the submission of applications for Non-urban County projects under CATIA. Applications will be evaluated with respect to contributions made to the total regional transportation system.

The guidelines implement the CATIA Program in accordance with the basic program requirements established in Sections 99660 et seq. of the Public Utilities Code, as added by Proposition 116 (June 1990). Section 99660(a) requires that program guidelines be adopted by the California Transportation Commission.

II. ELIGIBLE GRANT APPLICANTS

Eligible grant applicants are Transportation Planning Agencies having jurisdiction in the counties of: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, El Dorado, Glenn, Imperial, Inyo, Lake, Lassen, Mariposa, Modoc, Mono, Napa, Nevada, Plumas, San Benito, San Luis Obispo, Shasta, Sierra, Siskiyou, Sutter, Tehama, Trinity, Tuolumne, and Yuba. An eligible grant applicant may transfer its status, including all rights to specified funds and all responsibilities for implementing the project, to another local agency that agrees to accept the rights and responsibilities to deliver the project. This transfer of status may be requested as part of the project application and must be approved by the California Transportation Commission, the eligible grant applicant and the local agency.

Eligible grant applicants as applicable, from the funding specified for their jurisdictions include Humboldt, Mendocino, Marin, and Sonoma counties under sections 99625, 99626, 99639 respectively. In the event these counties choose to expend their funds pursuant to Section 99628, the guidelines and application procedures established herein shall apply.

Eligible projects include:

RAIL PROJECT APPLICATIONS AND GUIDELINES MUST BE USED FOR PROJECTS IDENTIFIED IN SECTION III.A BELOW.

BICYCLE PROJECT APPLICATIONS AND GUIDELINES MUST BE USED FOR BICYCLE PROJECTS IDENTIFIED IN III.D, BELOW.

NON-URBAN COUNTY TRANSIT PROJECT APPLICATION AND GUIDELINES MUST BE USED FOR PROJECTS IDENTIFIED IN SECTIONS III.B AND III.C BELOW.

- A. Railroad grade crossing improvements, acquisition of railroad rights-of-way for rail transportation purposes, rail passenger or other rail stations, railroad soundwalls, and other local rail improvements for safety.
- B. Purchase of paratransit vehicles may include but are not limited to modified minivans, eight-to-fifteen passenger vans, sixteen-to-twenty-four-passenger paratransit buses, and communication and ancillary equipment. All vehicles purchased must be accessible to handicapped individuals. Purchase of vehicles that use alternative fuels should be considered.
- C. Capital facilities for accessible public transportation, including all capital expenditures needed for support and efficient operation of public transit, including but not limited to: bus terminals, transit vehicles, transfer facilities, maintenance facilities, shelters, but stop improvements, "Park and Bus" lots (park and ride lots associated with transit transfer), communication and ancillary equipment. Bicycle storage facilities are eligible when part of a bus terminal, transfer facility or bus stop improvement, and bike racks are allowable as a part of a transit bus procurement.
- D. Bicycle projects are eligible and include capital outlay for bicycle improvement projects which improve and safety and convenience for bicycle commuters. (CATIA Section 99650).
- E. Pedestrian improvement projects may be eligible where such facilities are necessary to facilitate pedestrian commuter travel. Eligible projects shall include pedestrian improvements (1) on a "Suggested Route to School" (see Chapter 10, Caltrans Traffic Manual), or (2) in support of public transit use. Projects in support of public transit use shall lie within one-quarter mile of a transit route to be eligible.

Projects in this program should provide safe, reliable, and efficient transit services in the state, and produce improved, cost effective transportation service without being spent on needlessly costly features. All facilities and vehicles shall be accessible to persons with physical disabilities, including wheelchair users at all terminals whether or not staffed. All passenger vehicles shall, when possible, provide reasonable access to bicycles and all passenger facilities shall provide convenient and secure bicycle parking facilities (Section 99628).

IV. ELIGIBLE ACTIVITIES

Eligible reimbursable activities for Non-urban County projects may include, but are not limited to, alternatives analysis, environmental studies, direct project administration and management, engineering (plans, specifications and estimates), construction, right-of-way purchase, or acquisition and installation of equipment.

Project costs, except as permitted under Chapter 993, 1990 (SB 2800, Presley), incurred prior to Commission's approval of the project application are not eligible for reimbursement and the scope of the project may not be significantly altered after programming and before the allocation is made without the express written consent of the Commission.

Funds may not be allocated for street or highway improvements, operations, maintenance, or construction.

V. FINANCIAL REQUIREMENTS

- A. Each application must supply all data required for evaluation and shall be accompanied by a plan describing how the grant funds will be used, what other funds are available for the project and how those funds will be used.

The plan must include a plan for operating any new service, including a financial plan for operation.

The plan must also identify the sources and/or availability of the remainder of the funds required for the operation of any new service.

The plan must include a cash expenditure plan which identifies the cash flow necessary for the implementation/completion of the project.

- B: Allocation of Funds

The Commission will allocate funds to a project after evaluation and approval of the application. The project must have the appropriate environmental clearance prior to an allocation of funds.

VI. PROJECT EVALUATION

- A. Eligible projects from eligible grant applicants that receive State funds must meet the applicable statutory requirements, including appropriate environmental clearance pursuant to the California Environmental Quality Act. The Commission will use the following criteria when evaluating projects. A project must meet these criteria in order to be funded.

1. Statutory Eligibility - The applicant is eligible for CATIA funds, pursuant to Sections 99625, 99626, 99628, and 99639, as applicable, in the Clean Air and Transportation Improvement Act of 1990.
2. Transportation Planning Agency - The transportation planning agency has approved the project and the project fund application.
3. Financial Capacity - The applicant has the financial capacity to start-up, operate and maintain the project.

4. Timely Use of Funds - The implementing agency must demonstrate that it can expend the state bond proceeds approved for that agency for reimbursement of eligible capital costs within 24 months of the close of the bond sale. Similarly, the implementing agency must demonstrate that it can expend the state bond proceeds approved for that agency for reimbursement of eligible right-of-way acquisition costs within six months of the close of bond sale.
5. Accessibility - The project/service is fully accessible to persons in wheelchairs and reasonably so for bicycle access or the applicant has a plan to make its services and facilities accessible to persons in wheelchairs and to bicycles.
6. Plans - The project/service is a part of or consistent with an adopted local general plan, circulation element, transit development plan, or regional plan.
7. Fund Displacement - Applicants shall certify that CATIA funds allocated will not supplant funds previously planned, programmed or approved for the purpose for which the CATIA funds are awarded.

B. Evaluation Criteria

The applicant shall demonstrate that the project will provide for one or more of the following:

1. Extensions/expansions of previously approved projects
2. Service improvements through: rider convenience, decreased automobile use, system reliability, intermodal transportation convenience, increased mobility for transit dependent/disadvantaged, service coordination, improved air quality, etc.
3. Project cost efficiency by: reduced cost per passenger mile on operating hour, heightened reliability or productivity using existing or new equipment, percentage of local federal and private match, cost savings or farebox recovery, extent operating funds are available, service flexibility.
4. Provisions that facilitate bicycle/transit trips.
5. Cost effectiveness of the project compared to similar ones constructed in the state in comparable rural areas.
6. Increased safety will result from the project.
7. Documents demonstrating local support for the project.
8. Degree that the project will serve utilitarian transportation uses such as trips to work, to school, shopping and other activity centers.

VII. APPLICATION PROCESS

Applicants are required to submit a full application for all projects including those beyond the first year. The Department of Transportation will review and the Commission will approve the annual elements of a multi-year/multi-phase project. In addition, the Department will review each proposed project beyond the first year when an allocation request is submitted.

Applicants shall submit applications for all projects including each proposed project beyond the first year to the Department of Transportation and the Commission, prior to December 31, 1992.

Commission sets the annual element fund level for CATIA funding under Section 99628, Non-urban County Program.

VIII. COMPETITIVE GRANT APPLICATION PROCESS FOR FUNDS AFTER DECEMBER 31, 1992

If the bond funds provided for in Section 99628 are not applied for by eligible grant applicants, those funds may be made available on a competitive basis to all eligible grant applicants specified in Section 99628. The Commission shall, with the addition of project readiness, use the evaluation and application process provided for in Section VI of these application guidelines for the qualifying non-urban county projects identified in Section III.

Memorandum

To: Chairman and Commissioners

File No.: M26.4
BOOK ITEM 4.6
ACTION

From: 
Robert I. Remen

Date: October 7, 1991

Ref.: PROPOSITION 116 NON-URBAN COUNTY PROGRAM: APPROVAL OF POPULATION AND ALLOCATION AMOUNTS

The Commission adopted the Non-Urban County Policy and Application Guidelines (G-91-6) at its June 1991 meeting. At that time the 1990 federal decennial census population numbers were not final, because the U.S. Department of Commerce was still considering correcting the count.

When the guidelines were adopted, the Commission indicated that it would adopt the official population counts from the federal decennial census for the 28 non-urban counties designated in Proposition 116 when they became official.

The population counts in Attachment 1 are for the Proposition 116 28 non-urban counties and are based upon the 1990 federal decennial census. Under Proposition 116 the \$73 million is allocated to the 28 counties on a per capita basis, that is the eligible counties would receive a percentage of the \$73 million based upon that county's population, divided by the 28 counties' total population. The funding each county could be allocated is shown on Attachment 1, providing the eligible county has submitted an application prior to December 31, 1992. After the December deadline, the remaining funds would be re-allocated among the 28 counties on a competitive basis.

Staff recommends that the Commission adopt the population counts and the funds available for allocation to each of the eligible non-urban counties.

RIR:RC:cv
131:CV16

Attachment



**CLEAN AIR AND TRANSPORTATION IMPROVEMENT ACT OF 1990
NON-URBAN COUNTY PROGRAM**

PUBLIC TRANSPORTATION CAPITAL GRANT ALLOCATION

**RURAL COUNTY PUBLIC TRANSPORTATION CAPITAL GRANTS
ALLOCATION***

COUNTY	PROJECTED POP. AS OF 04/90**	POP %	ALLOCATION
ALPINE	1,113	.000710	51,886.
AMADOR	30,039	.019180	1,400,203.
BUTTE	182,120	.116289	8,489,131.
CALAVERAS	31,998	.020431	1,491,517.
COLUSA	16,275	.010392	758,624.
DEL NORTE	23,460	.014979	1,093,537.
EL DORADO	125,995	.080451	5,872,985.
GLENN	24,798	.015834	1,155,905.
IMPERIAL	109,303	.069793	5,094,924.
INYO	18,281	.011673	852,129.
LAKE	50,631	.032329	2,360,054.
LASSEN	27,598	.017622	1,286,421.
MARIPOSA	14,302	.009132	666,657.
MODOC	9,678	.006179	451,119.
MONO	9,956	.006357	464,077.
NAPA	110,765	.070727	5,163,071.
NEVADA	78,510	.050131	3,659,574.
PLUMAS	19,739	.012603	920,091.
SAN BENITO	36,697	.023432	1,710,552.
SAN LUIS OBISPO	217,162	.138664	10,122,538.
SHASTA	147,036	.093887	6,853,766.
SIERRA	3,318	.002118	154,661.
SISKIYOU	43,531	.027795	2,029,103.
SUTTER	64,415	.041131	3,002,566.
TEHAMA	49,625	.031687	2,313,162.
TRINITY	13,063	.008341	608,903.
TUOLUMNE	48,456	.030940	2,258,672.
YUBA	58,228	.037180	2,714,172.
TOTAL	1,566,092	100%	\$73,000,000.

* Public Utilities Code Section 99628

** Census Population for California Cities & Counties: 1990 & 1980
Report SR 91-1 (January 25, 1991)
Department of Finance, Demographic Research Unit.



09/06/91