



TECHNICAL ADVISORY COMMITTEE

AGENDA

Monday, April 25, 2022, 1:30 PM

To join the meeting:

The virtual meeting access information will be emailed.

DRAFT COMMISSION AGENDA REVIEW

CONSENT CALENDAR

1. AB 361 REMOTE TELECONFERENCING (DELORIA)
REQUESTED ACTION: Adopt Resolution 21/22.21 making findings and declaring intent to continue remote meetings pursuant to Government Code section 54953(e) due to the Governor's COVID-19 State of Emergency Proclamation and state and local recommendations related to physical distancing.
2. MINUTES FOR THE APRIL 7, 2022, COMMISSION MEETING (KEFFER)
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the April 7, 2022, Commission meeting.
3. MARCH 2022 CHECK REGISTER (THOMPSON)
REQUESTED ACTION: Receive and file the March 2022 Check Register.
4. TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND CONTINGENCY POLICY (THOMPSON)
REQUESTED ACTION: Approve the Revised Maximum Amount in the Transportation Development Act Transportation Fund Contingency Policy.
5. TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2022/23 APPORTIONMENT AND ALLOCATION FOR LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS, AND STATE OF GOOD REPAIR FUNDS (THOMPSON)
REQUESTED ACTION: Adopt Resolution 21/22.22 approving the Transportation Development Act Fiscal Year 2022/23 Apportionment and Allocation for Local Transportation Funds, State Transit Assistance Funds, and State of Good Repair Funds.
6. EL DORADO COUNTY TRANSIT AUTHORITY'S FISCAL YEAR 2022/23 TRANSPORTATION DEVELOPMENT ACT CLAIM (THOMPSON)
REQUESTED ACTION: Adopt Resolution 21/22.23 approving the El Dorado County Transit Authority's Fiscal Year 2022/23 Transportation Development Act Claim in the amount of \$7,762,503.97.
7. FINAL TRIENNIAL PERFORMANCE AUDITS OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION AND THE EL DORADO COUNTY TRANSIT AUTHORITY FOR 2018/19, 2019/20, AND 2020/21 (KEFFER)
REQUESTED ACTION: Accept the Final Transportation Development Act Triennial Performance Audits of the El Dorado County Transportation Commission and the El Dorado County Transit Authority for fiscal years 2018/19, 2019/20, and 2020/21, and direct the Executive Director to submit the audits to Caltrans.

BUSINESS ITEMS

8. FISCAL YEAR 2022/23 OVERALL WORK PROGRAM, BUDGET, AND GOALS AND OBJECTIVES (THOMPSON)
REQUESTED ACTION: Adopt Resolution 21/22.24, approving the Fiscal Year 2022/23 Overall Work Program, Budget, and Goals and Objectives.
9. SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL APPOINTMENT (BOLSTER)
REQUESTED ACTION: Appoint one member to the Social Service Transportation Advisory Council for their first term.
10. URBAN SURFACE TRANSPORTATION PROGRAM BLOCK GRANT FUNDS PROGRAMMING (BARTON)
REQUESTED ACTION: Approve Resolution 21/22.25 programming Urban Surface Transportation Block Grant Program Funds, as follows;
 - \$1,000,000 to Missouri Flat Road/El Dorado Trail Bicycle/Pedestrian Overcrossing
 - \$1,000,000 to City of Placerville Broadway Sidewalks
 - \$500,000 to Ponderosa Road Bicycle/Pedestrian Improvements and Overlay Project
 - \$800,000 to Pony Express Trail Bicycle/Pedestrian Improvements Project
11. 2022 URBAN SURFACE TRANSPORTATION BLOCK GRANT CALL FOR PROJECTS (BARTON)
REQUESTED ACTION: Approve the El Dorado County Transportation Commission application form and release of a Call for Projects for an available \$4,415,638 in future Urban Surface Transportation Block Grant Program Funds.

INFORMATION ITEMS

12. DRAFT AMENDMENT II TO THE EL DORADO COUNTY TRANSPORTATION COMMISSION FUNDING POLICY AND GUIDANCE (DELORIA)
REQUESTED ACTION: None. This item is for information only.
13. INFRASTRUCTURE INVESTMENT AND JOBS ACT (DELORIA)
REQUESTED ACTION: None. This item is for information only.

MEMBER SHARING**ADJOURNMENT**

The next TAC meeting is scheduled for May 23, 2022.

CONSENT CALENDAR**STAFF REPORT**

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: AB 361 REMOTE TELECONFERENCING

REQUESTED ACTION

Adopt Resolution 21/22.21 making findings and declaring intent to continue remote meetings pursuant to Government Code section 54953(e) due to the Governor's COVID-19 State of Emergency Proclamation and state and local recommendations related to physical distancing.

BACKGROUND

Effective October 1, 2021, assembly Bill (AB) 361 modified the provisions of the Ralph M. Brown Act ("the Brown Act") related to holding teleconference meetings during a proclaimed state of emergency when state or local officials have imposed, or recommended measures related to physical distancing which warrant holding meetings remotely.

The modifications to the requirements of the Brown Act related to open public meetings which due to the COVID-19 pandemic and which may continue under AB 361 include the following:

- Waiving the requirement that the notice of each meeting location be provided for those members of the legislative body (board or committee) participating in the meeting;
- Waiving the requirement that each meeting location be accessible to members of the public;
- Waiving the requirement that members of the public be able to address the legislative body (board and committee) at each meeting location;
- Waiving the requirement that agencies post agendas at all meeting locations; and
- Waiving the requirement that at least a quorum of the legislative body (board and committee) participate from locations within the boundaries of the territory over which they exercise jurisdiction.

El Dorado County Public Health Officer's Recommendations for Safe Board and Commission Meetings During COVID-19 Pandemic dated September 30, 2021, makes the following recommendations to allow virtual-attendance meetings to continue:

- Offer attendees a remote access option to the extent possible, while meeting the intent of the Brown Act about transparency and full participation;
- Arrange seating to encourage staff and members of the public to physically distance;
- Clearly post messages instructing people not to enter meeting venues when they feel unwell and to follow current guidelines for face-coverings, vaccina

DISCUSSION

If the Commission desires to continue to meet utilizing the relaxed teleconference meeting rules, AB 361 requires an ongoing finding every 30 days that the Commission has reconsidered the circumstances of the state of emergency and that the emergency continues to impact the ability to "meet safely in person," or that state of local officials continue to recommend measures to promote social distancing. Gov. Code 54953(e)(3).

In response to improving conditions, Governor Newsom issued Executive Order N-04-22 on February 25, 2022, which lifted many of the provisions related to the emergency while maintaining certain measures to support the ongoing response and recovery effort. Although a portion of the emergency provisions have been lifted the Governor's March 4, 2020, State of Emergency Proclamation as it related to the COVID-19 pandemic remains active.

Recently local and state rules related to COVID-19 and wearing face masks have also been updated. On February 28, 2022, the California Department of Public Health updated its Guidance for the Use of Face Masks. Although face masks are now recommended, and not required, in most indoor settings for vaccinated and unvaccinated individuals, in workplaces employers remain subject to the CalOSHA Emergency Temporary Standards. Section 3205 of the CalOSHA Emergency Temporary Standards continues to regulate Close Contacts, within 6 feet of another, and physical distancing continues to be recommended. These CalOSHA requirements remain in effect until May 5, 2022.

The Governor's state of emergency remains, and the CalOSHA Regulations related to social distancing remain in place. Furthermore, the County of El Dorado Public Health Officer's September 30, 2021, recommendations related to AB 361 meetings remain in place. Based on these regulations the findings to support teleconference only meetings pursuant to section 54953(e)(1) can continue to be made.

Although there is an indication that adverse cases and impacts are decreasing, there remains risks associated with COVID-19, the ability to meet in person, and the State regulations impose of recommend measures to promote social distancing. Agency staff is continuing to monitor the status of the Governor's state of emergency proclamation, state regulations and orders related to social distancing, and health and safety conditions related to COVID-19 and confirms that said conditions continue to exist that warrant remote teleconferencing meetings.

It is recommended that the Commission find that state and local officials continue to impose or recommend measures to promote social distancing, and the conditions continue to impact the ability to meet safely in person; therefore, the next regularly scheduled Commission meeting will be a remote meeting and the Commission will continue to consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 21/22.21



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 21/22.21

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION MAKING FINDINGS AND DECLARING TO CONTINUE REMOTE TELECONFERENCE MEETINGS PURSUANT TO GOVERNMENT CODE 54953(e) DUE TO THE THREAT OF COVID-19

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated Regional Transportation Planning Agency (RTPA) for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds and administration of the Transportation Development Act of 1971 (TDA), as amended thereafter; and

WHEREAS, On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic; and

WHEREAS, the proclaimed state of emergency remains in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the "Brown Act"), provided certain requirements were met and followed; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21 that clarified the suspension of the teleconferencing rules set forth in the Brown Act, and further provided that those provisions would remain suspended through September 30, 2021; and

WHEREAS, effective October 1, 2021, AB 361 allows local legislative bodies to continue to allow remote meetings during a proclaimed state of emergency, if "state or local officials have imposed or recommended measures to promote social distancing"; and

WHEREAS, on September 30, 2021, the El Dorado County Public Health Officer released "Recommendations for Safe Board and Commission Meetings During COVID-19 Pandemic" supporting compliance with AB 361; and

WHEREAS, the COVID-19 virus continues to pose imminent risk to health and safety and directly impacts the ability of the public and the Commission to meet safely in person, accordingly, the Commission hereby recognizes the proclamation of state of emergency by the Governor of the State of California and the regulations of CalOSHA recommending physical distancing;

WHEREAS, EDCTC has an important governmental interest in protecting the health, safety, and welfare of those who participate in meetings of EDCTC's legislative body subject to the Brown Act; and

WHEREAS, as a consequence of the emergency related to COVID-19, to allow for physical distancing and remote meeting attendance, the Commission intends to continue to invoke the provisions of AB 361 as provided in Government Code section 54953, subd. (e) and such meetings of the Agency shall comply with the requirements to provide the Commission members and the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953.

NOW THEREFORE, BE IT RESOLVED, by the El Dorado County Transportation Commission as follows:

1. The foregoing recitals are true and correct.
2. The meetings of the Commission, including this meeting, may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e) of Government Code section 54953 due to the impacts of COVID-19, the Governor’s state of emergency proclamation, state and local recommendations and the importance of physical distancing to minimize any potential adverse health and safety risks.
3. EDCTC Commissioners hereby consider the current conditions of the state of emergency and the state and local recommendations and regulations related the social distancing and reauthorizes remote teleconference meetings.
4. Staff is hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Commission in accordance with subdivision (e) of the Government Code section 54953 and other applicable provision of the Brown Act for remote only teleconference meetings.
5. Staff is further directed to continue to monitor the conditions and health and safety conditions related to COVID-19, the status of the Governor’s state of emergency, the local orders related to physical distancing, and the state regulations related to social distancing, and present to the Commission at its regularly scheduled meeting the related information and recommendations for remote only meetings pursuant to the provisions of Government Code Section 54953(e) and to extend the time during which the Commission may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission on May 5, 2022, by the following vote:

Vote pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

CONSENT CALENDAR

STAFF REPORT

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DANA KEFFER, EXECUTIVE ASSISTANT/SECRETARY TO THE COMMISSION
SUBJECT: APRIL 7, 2022, COMMISSION MEETING

REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the April 7, 2022, Commission meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment: April 7, 2022, Minutes



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas
Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo
Woodrow Deloria, Executive Director

ACTION MINUTES

Regular Meeting, Thursday, April 7, 2022, 2:00 PM

IMPORTANT NOTICE:

In Response to Coronavirus COVID-19 California Governor Gavin Newsom issued Executive Order N-29-20 on March 17, 2020, relating to the convening of public meetings in light of the COVID-19 pandemic, the El Dorado County Transportation Commission convened this regularly scheduled meeting using an online conference service and was not held at 330 Fair Lane, Placerville. Notice of the location change was made at least 72 hours in advance. All votes were completed with a roll call vote and public comment was accepted.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Hidahl called the meeting to order at 2:01 PM and led the Pledge of Allegiance.

ATTENDANCE: Chair Hidahl, Vice Chair D. Thomas, Commissioners Borelli, Parlin, Taylor, W. Thomas, Turnboo, and Caltrans Ex Officio Kevin Yount. ABSENT: South Lake Tahoe Ex Officio Bass.

ADOPTION OF AGENDA AND CONSENT CALENDAR

There were no public comments.

ACTION: Commissioner Borelli made a motion to adopt the agenda and to approve or adopt items 2-5 on the Consent Calendar. The motion was seconded by Commissioner W. Thomas with the following changes:

Pull item 1 for discussion.

MOTION/SECOND: Borelli/W. Thomas

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: None

1. AB 361 REMOTE TELECONFERENCING

REQUESTED ACTION: Adopt Resolution 21/22.16 making findings and declaring intent to continue remote meetings pursuant to Government Code section 54953(e) due to the Governor's COVID-19 State of Emergency Proclamation and state and local recommendations related to physical distancing.

ACTION: A motion was made by Chair Hidahl and seconded by Commissioner Taylor which gave staff direction to bring back the item within the next couple of months with a strategy to transition back to in-person meetings.

MOTION/SECOND: Hidahl/Taylor

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None
ABSENT: None

2. MINUTES FOR THE MARCH 3, 2022, COMMISSION MEETING
 REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the March 3, 2022, Commission meeting.
3. FEBRUARY 2022 CHECK REGISTER
 REQUESTED ACTION: Receive and file the February 2022 Check Register.
4. CALIFORNIA LOW CARBON TRANSIT OPERATIONS PROGRAM FISCAL YEAR 2021/22 FUNDING ALLOCATION
 REQUESTED ACTION: Adopt Resolution 21/22.17 allocating \$453,215 in 2021/22 California Low Carbon Transit Operations Program Funds to the El Dorado County Transit Authority.
5. SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL
 REQUESTED ACTION: Appoint four members to the Social Service Transportation Advisory Council for their first terms.

Ex-Officio Bass arrived at 2:17 PM.

OPEN FORUM

There were no public comments.

BUSINESS ITEMS

6. FISCAL YEAR 2021/22 OVERALL WORK PROGRAM, BUDGET, AND GOALS AND OBJECTIVES, AMENDMENT #2
 REQUESTED ACTION: Adopt Resolution 21/22.18, approving the Fiscal Year 2021/22 Overall Work Program, Budget, and Goals and Objectives, Amendment #2.

There was no public comment.

ACTION: Commissioner Borelli made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Taylor which carried as follows:

MOTION/SECOND: Borelli/Taylor
AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnbo
ABSTAIN: None
NOES: None
ABSENT: None

7. MISSOURI FLAT OVERCROSSING CMAQ LEVERAGING FUNDS PROGRAMMING
 REQUESTED ACTION: Approve Resolution 21/22.19 and Resolution 21/22.20, reprogramming Congestion Mitigation and Air Quality funding and programming Transportation Development Act Local Transportation Fund Article 3 Pedestrian and Bicycle Funding to the El Dorado County Department of Transportation's Missouri Flat Road Bicycle and Pedestrian Overcrossing Project as follows:
 1. \$400,000 in Congestion Mitigation and Air Quality from Cycle 5 ATP Leveraging to the Project and \$386,370 in CMAQ Carryover to the Project, for a total of \$786,370
 2. Program \$190,000 in Transportation Development Act Local Transportation Fund Article 3 Pedestrian and Bicycle Funding from ATP Cycle 5 Leveraging to the Missouri Flat Overcrossing Project

Ex-Officio Bass left the meeting at 2:34 PM.

Ex-Officio Bass returned at 2:41 PM.

Comment was received from M. Smeltzer and J. Neau.

ACTION: Commissioner W. Thomas made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Borelli which carried as follows:

MOTION/SECOND: W. Thomas/Borelli

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: None

8. 2022 CONGESTION MITIGATION AND AIR QUALITY FUNDS CALL FOR PROJECTS

REQUESTED ACTION: Approve the release of the 2022 Call for Projects for Congestion Mitigation and Air Quality Funds and ratify the following as a component of the Call for Projects:

- Competitive application process
- Appropriate project selection criteria
- Appropriate agencies for participation on the selection committee to evaluate the applications

There was no public comment.

ACTION: Vice Chair D. Thomas made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Taylor which carried as follows:

MOTION/SECOND: D. Thomas/Taylor

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: None

PRESENTATION

9. DRAFT TRIENNIAL PERFORMANCE AUDITS OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION AND THE EL DORADO COUNTY TRANSIT AUTHORITY FOR 2018/19, 2019/20, AND 2020/21

REQUESTED ACTION: None. This item is for information only.

There were no public comments received.

EXECUTIVE DIRECTOR'S REPORT

SOUTH LAKE TAHOE - CALTRANS – COMMISSIONER COMMENTS

ADJOURNMENT

The meeting was adjourned at 3:29 PM.

The next regular meeting is scheduled for 2:00 PM on May 5, 2022.

CONSENT CALENDAR

STAFF REPORT

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: MARCH 2022 CHECK REGISTER

REQUESTED ACTION

Receive and file the March 2022 Check Register (Attachment A).

BACKGROUND AND DISCUSSION

The attached check listing includes six payments that merit further explanation:

- DKS Associates* \$11,792.67
- DKS Associates* \$7,840.16
January and February 2022 professional services for the SR 49 Confluence Study, Work Element 259. The contract with DKS Associates was approved at the September 2, 2021, EDCTC meeting.
- Extreme Towing* \$11,570.98
February 2022 professional services for the Freeway Service Patrol Program, Work Element 130. The contract with Extreme Towing was approved at the May 6, 2021, EDCTC meeting.
- Moore & Associates* \$2,406.55
Triennial Performance Audit through March 4, 2022. The contract was approved at the September 2, 2021, EDCTC meeting.
- Wood Rodgers* \$7,111.54
February 2022 professional services for the 50 Corridor System User Analysis, Investment Strategy, and Access Control Action Plan, Work Element 253. This contract was approved at the December 3, 2020, EDCTC meeting.
- David Turch & Associates* \$5,417.00
February 2022 Federal advocacy services, Work Element 410. This contract was approved at the April 2, 2020, EDCTC meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: March 2022 Check Register

**El Dorado County Transportation Commission
Check Register
March 2022**

Date	Name	Payment	Memo
03/01/2022	Ameritas Life Insurance Corp.	579.92	March 2022 Dental
03/01/2022	Ameritas Life Insurance Corp.	85.56	March 2022 Vision
03/01/2022	Benefit Coordinators Corporation	204.67	March 2022 Life/Disability Premiums
03/01/2022	CalPERS Health	8,398.09	March 2022 Health Premiums
03/01/2022	De Lage Landen Financial Services	203.78	March 2022 Copy Machine Lease Payment
03/01/2022	RTS IT, Inc.	690.00	March 2022 ITCare Silver Service Plan
03/03/2022	RTS IT, Inc.	362.88	Webroot Anti-Virus & Anti-Malware
03/07/2022	Airespring	658.69	March 2022 Fiber Optic Internet
03/07/2022	Carbon Copy	14.40	February 2022 Copy Machine Copies/Maint
03/07/2022	Cardmember Service - Visa DK	370.39	February Office Phones, ADA Website & Misc Office Expense
03/07/2022	Cardmember Service - Visa KT	185.15	Remote Access, Zoom Webinars, Office Supplies February 2022
03/07/2022	Century Building Maintenance	450.00	February 2022 Building Maintenance
03/07/2022	DKS Associates	11,792.67	* January 2022 SR 49 Confluence Study
03/07/2022	JS West Propane Gas	125.88	February 2022 Propane
03/09/2022	CalPERS Retirement System	3,121.14	March 2022 Contribution #2
03/09/2022	CalPERS Retirement System	322.83	March 2022 PEPRAs Contribution #1
03/14/2022	Berkshire Hathaway HomeState Companies	804.40	Policy ELWC318072
03/14/2022	Carbon Copy	373.46	Copy Machine Color Toner
03/14/2022	Extreme Towing	11,570.98	* February 2022 Freeway Service Patrol
03/14/2022	Moore & Associates	2,406.55	* Triennial Performance Audit through 03/4/22
03/14/2022	Sierra Office Supply & Printing	229.06	Acct P10621
03/22/2022	Umpqua Bank	66.69	February 2022 Analyzed Checking Fee
03/23/2022	CalPERS Retirement System	3,121.14	March 2022 Calpers Contribution #2
03/23/2022	CalPERS Retirement System	322.83	March 2022 PEPRAs Contribution #2
03/23/2022	Buchalter	802.50	February 2022 Closed Session
03/23/2022	PG&E	279.99	February 2022 Utilities
03/23/2022	Wood Rodgers	7,111.54	* February 2022 US 50 Corridor System User Analysis
03/29/2022	David Turch and Associates	5,417.00	* February 2022 Federal Advocacy
03/29/2022	De Lage Landen Financial Services	203.78	April 2022 Copy Machine Lease Payment
03/29/2022	DKS Associates	7,840.16	* Feb 2022 SR 49 Confluence Study
03/29/2022	Steele Building Offices	4,517.00	April 2022 Office Rent
	Total	<u><u>72,633.13</u></u>	

CONSENT CALENDAR**STAFF REPORT**

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND
CONTINGENCY POLICY

REQUESTED ACTION

Approve the Revised Maximum Amount in the Transportation Development Act (TDA) Local Transportation Fund (LTF) Contingency Policy (Attachment A) and a one-time contribution of \$250,000 in FY 2022/23.

BACKGROUND

The TDA was enacted to improve existing public transportation services and encourage regional transportation coordination. The TDA LTF is derived from ¼ cent general sales tax. One of the requirements of the TDA is a Triennial Performance Audit (TPA). The TPA approved in 2013 recommended El Dorado County Transportation Commission (EDCTC) create a LTF Contingency Policy specifically for transit. The LTF Contingency Policy was recommended to set aside funds in the event there is a decline in the sales tax collected in the LTF or an unexpected financial need for transit services.

DISCUSSION

In 2014, EDCTC and El Dorado County Transit Authority (EDCTA) worked together to develop the LTF Contingency policy to set aside 3% of Transit's Article 4 allocation up to a maximum amount of \$500,000. After review and discussions, Management of EDCTC and EDCTA are proposing increasing the maximum amount to \$750,000 and a one-time contribution of \$250,000 to the contingency fund in FY 2022/23. The LTF Contingency will provide a cushion to minimize the impact of a decline in revenue or an unexpected financial need.

Approved for Agenda



Woodrow Deloria
Executive Director

Attachment A: TDA LTF Contingency Policy



2828 Easy Street Suite 1, Placerville, CA 95667 | 530.642.5260 | www.edctc.org

**Transportation Development Act
Local Transportation Fund Contingency Policy
Approved June 19, 2014
Revised May 5, 2022**

A Local Transportation Fund (LTF) contingency account is allowed under the Transportation Development Act (TDA) as long as the correct procedures are followed in administering the fund, as set forth in Sections 6655.1 and 6655.5 of the Act.

Based on the April 2013 Triennial Performance Audit recommendation, El Dorado County Transportation Commission (EDCTC) has determined that a Local Transportation Fund (LTF) contingency for Transit shall be established and maintained. The fund shall be named "LTF Contingency."

The LTF Contingency shall be administered as follows:

TDA Compliance: EDCTC shall administer the LTF Contingency according to all applicable sections of the Transportation Development Act, including Sections 6655.1 and 6655.5.

Deposits: Each fiscal year, three percent of the LTF Transit Article 4 allocation shall be deposited to the LTF Contingency until the balance is \$500,000. The LTF Contingency balance reached the maximum amount of \$500,000 in fiscal year 2018/19.

Contingency Balance: The maximum fund balance in the LTF Contingency will be increased from \$500,000 to \$750,000 in FY 2022/23. In the event the LTF Contingency reaches the maximum fund balance, the annual contingency amount will not be withheld. The balance shall be evaluated annually when the prior year's fiscal audits are completed, the Auditor's estimate is known, and before the new budget is adopted.

Deposits: A one-time contribution of \$250,000 of the LTF Transit Article 4 allocation shall be deposited to the LTF Contingency to increase the balance to \$750,000 in FY 2022/23.

Eligible Withdrawals and Uses: The LTF Contingency shall be used for transit services, operating or capital, provided by El Dorado County Transit Authority (EDCTA) that have been funded through the annual transit claim process, when 1) actual LTF revenues fall short of LTF budget allocations, or 2) extreme or unusual circumstances warrant an additional allocation.

Procedure for Claims: the LTF Contingency may be expended by one of two methods:

1) *Revenues Short of Allocation:* Upon the Board's review and concurrence, the EDCTC Executive Director may instruct the County Auditor to make a funds transfer to EDCTA if actual revenues fall short of EDCTC's estimated allocation for transit operations at fiscal year-end.

2) *Additional Allocation:* EDCTA may submit a written request to EDCTC, justifying and documenting the need for additional funds to ensure continuance of existing funded transit services, for the Board's consideration at a regular EDCTC meeting.

CONSENT CALENDAR**STAFF REPORT**

DATE: MAY 5, 2022

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2022/23
APPORTIONMENT AND ALLOCATION FOR LOCAL TRANSPORTATION
FUNDS, STATE TRANSIT ASSISTANCE FUNDS, AND STATE OF GOOD
REPAIR FUNDS**

REQUESTED ACTION

Adopt Resolution 21/22.22 approving the Transportation Development Act Fiscal Year (FY) 2022/23 Apportionment and Allocation for Local Transportation Funds, State Transit Assistance Funds, and State of Good Repair Funds.

BACKGROUND and DISCUSSION

The Transportation Development Act (TDA) provides three funding sources:

1. Local Transportation Fund (LTF) from a quarter cent of the general sales tax collected statewide.
2. State Transit Assistance fund (STA) from the statewide sales tax on diesel fuel.
3. State of Good Repair (SGR) from a portion of the Transportation Improvement Fee included in Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017.

The California Department of Tax and Fee Administration (CDTFA), based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The State Controller's Office (SCO) allocates the STA tax and the SGR revenue, by formula, to planning agencies and other eligible agencies. Statute requires that 50% of STA and SGR funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering these funds for this region. The attached Findings of Apportionment summarizes the estimates for FY 2021/22.

The LTF allocation purposes, in order of priorities, as identified by law, are as follows:

1. Transportation Development Act fund administration (by EDCTC and the County Auditor);
2. Planning and programming undertaken by EDCTC (up to 3% of the fund);
3. Pedestrian and bicycle projects (optional, up to 2% of the funds remaining, after administration and planning);
4. Public transportation operations (including new transit services that have been identified by the Commission as "unmet transit needs" that are "reasonable to meet"); and,
5. Other transportation purposes (including additional transit and bicycle facilities, and streets and roads). The Commission may only apportion (and subsequently may only approve claims for) "other transportation purposes" when all other uses of the funds, to the limits described above, have been exhausted.

EDCTC allocates the LTF funds, as determined by population, for the western slope region of El Dorado County and the Tahoe Regional Planning Agency allocates the LTF funds, as determined

by population, for the eastern slope of El Dorado County. For FY 2022/23, the County Auditor estimates EDCTC's share of LTF revenues for apportionment available to program is \$7,029,319.00.

Administration, Planning, Programming

The County Auditor has estimated \$10,000.00 for administration from the estimated FY 2022/23 LTF revenue total. This amount is reimbursed to the County Auditor and is not included in EDCTC's Overall Work Program.

The EDCTC FY 2022/23 Overall Work Program and Budget includes administration, planning, programming, and the annual payment to SACOG for a total of \$608,170.65. EDCTC LTF funds are used throughout the work program to support planning and as a required local match for state and federal grant funds. Under the Commission's Memorandum of Understanding with Sacramento Area Council of Government (SACOG), EDCTC is obligated to allocate 2% of TDA funds for SACOG federal transportation planning and programming activities after administration and any non-motorized allocations. The SACOG allocation equals \$128,170.65 for FY 2022/23.

Non-Motorized – Pedestrian and Bicycle Facilities (Article 3)

State law offers EDCTC an option to apportion up to 2% of the LTF (after administration and planning) to the City and County for facilities provided for the exclusive use of pedestrians and bicycles. The Commission primarily uses these non-motorized funds to provide matching funds for federal and state grants, such as Congestion Mitigation and Air Quality and Active Transportation Program (ATP) grants. The 2022/23 allocation totals \$130,786.38.

Public Transportation – Transit (Article 4)

The El Dorado County Transit Authority notified the Commission staff that their claim for FY 2022/23 LTF funds will be \$6,030,361.97 for operating expenses. A 3% contingency of the Article 4 funds up to a maximum of \$750,000.00 is retained in the LTF fund's unreserved fund balance for transit's future needs. The transit contingency balance will be increased with a one-time deposit of \$750,000.00.

Other Transportation (Article 8)

No LTF funds remain available for Article 8 – Other Transportation purposes. If LTF funds were available for the fiscal year, the funds would be apportioned to the City of Placerville and the County of El Dorado by population for all purposes necessary and convenient to the development and operation of the public transportation system, including road rehabilitation, maintenance, and repair.

State Transit Assistance Funds (STA)

The estimated FY 2022/23 STA funds available for the El Dorado County Transit Authority is \$1,732,142.00.

State of Good Repair (SGR)

The estimated FY 2022/23 SGR funds available for the El Dorado County Transit Authority is \$285,297.00. Funds will be reimbursed to EDCTA after Commission approval of a claim for an approved SGR project.

Approved by:



Woodrow Deloria, Executive Director

- Attachments: A) EDCTC Resolution 21/22.22
B) Allocation and Apportionment for FY 2022/23 – LTF
C) Allocation and Apportionment for FY 2022/23 – STA
D) Allocation and Apportionment for FY 2022/23 – SGR



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 21/22.22

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING THE TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2022/23 APPORTIONMENT AND ALLOCATION FOR LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS, AND STATE OF GOOD REPAIR FUNDS

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated Regional Transportation Planning Agency (RTPA) for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds and administration of the Transportation Development Act of 1971 (TDA), as amended thereafter; and

WHEREAS, the County of El Dorado, the City of Placerville, and the El Dorado County Transit Authority are each required to file annual transportation claims for the funds, if any, from the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and the State of Good Repair Fund (SGR) of the Western Slope of the County, as apportioned to them by the EDCTC, pursuant to the TDA; and

WHEREAS, it is the responsibility of the EDCTC, under the provisions of the TDA, to review the annual transportation claims and to make allocations of monies from the LTF, STA, and SGR funds based on the estimated revenue upon approving said claim; and

WHEREAS, the Auditor of said County is instructed to pay monies in the fund to the claimants pursuant to allocation instructions received from the El Dorado County Transportation Commission; and

WHEREAS, the County Auditor issued a report of estimated revenues for LTF for Fiscal Year (FY) 2022/23 and the State Controller's Office issued a report of estimated revenues for STA and SGR Funds.

NOW THEREFORE, BE IT RESOLVED, that the El Dorado County Transportation Commission shall review the claims as they are received, approve same for the FY 2022/23 funds estimated to be available in the LTF, STA, and the SGR funds, and make the following allocations:

1. To the El Dorado County Auditor-Controller for administrative costs in the amount of \$10,000.00, per Section 99233.1.
2. To the El Dorado County Transportation Commission for TDA administration and for planning and programming in the amount of \$608,170.65, per Section 99233.1 and 99233.2.

3. To be reserved by the El Dorado County Auditor's Office for future reimbursements to the City and County for pedestrian and bicycle facilities as programmed and claimed in the amount of \$130,786.38, per Sections 99233.3 and 99234.
4. Fund the Local Transportation Fund contingency in the amount of \$250,000.00 for future transit needs. The previous contingency balance was \$500,000.00 and the maximum amount is \$750,000.00.
5. To the El Dorado County Transit Authority for Article 4 purposes, the total amount available of \$6,030,361.97, per Sections 99233.8, 99260(a), and 99262.
6. State Transit Assistance Funds – To the El Dorado County Transit Authority for State Transit Assistance Funds in the estimated amount of \$1,732,142.00 plus interest, for capital improvements, per Section 99314.6. This allocation is to be paid out by the County Auditor as FY 2022/23 revenues are received and available for payment.
7. State of Good Repair Funds – To be reserved by the El Dorado County Auditor's Office for future reimbursements to the El Dorado County Transit Authority for State of Good Repair Funds in the estimated amount of \$285,297.00 plus interest. This allocation is to be paid out after a reimbursement claim for an eligible project is approved by the El Dorado County Transportation Commission.

BE IT FURTHER RESOLVED, the El Dorado County Transportation Commission has requested that approved claims be paid in full, provided the funds are available.

BE IT FURTHER RESOLVED, that allocation instructions shall be prepared for each claimant in accordance with the above, and pursuant to the El Dorado County Transportation Commission rules and regulations. The Executive Director, appointed by the Commission, is authorized to sign the allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations and conditions.

BE IT FURTHER RESOLVED, that the claimants are to be notified by the El Dorado County Transportation Commission of action on their claims.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission at their regular meeting on May 5, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

<p>TRANSPORTATION DEVELOPMENT ACT (TDA) LOCAL TRANSPORTATION FUND (LTF) FINDINGS OF APPORTIONMENT</p>
<p>FY 2022/23 APPORTIONMENT AND ALLOCATION</p>

FY 2022/23 LTF AVAILABLE FOR ALLOCATION

Estimated 2022/23 LTF Receipts per El Dorado County Auditor	\$ 7,029,319.00
Less: County Auditor Fees (PUC Section 99233.1)	\$ (10,000.00)
 Total EDCTC Area Share	 \$ 7,019,319.00
Total FY 2022/23 balance for apportionment <u>\$ 7,019,319.00</u>	

FY 2022/23 CLAIMANT ALLOCATIONS

TDA Administration (PUC Section 99233.1)

EDCTC TDA Administration	\$ <u>269,420.43</u>
TDA Administration subtotal	\$ 269,420.43

Planning / Programming (PUC Section 99233.2)

EDCTC Planning and Programming (up to 3% of Revenue)	\$ 210,579.57
EDCTC Contribution to SACOG Federal Planning and Programming	\$ <u>128,170.65</u>
<small>(Note: per 12/15/16 MOU between EDCTC and SACOG, equal to 2% of LTF Apportionment after Administration, Planning & Programming, Pedestrian & Bicycle Facilities, and Community Transit Services apportionment, if any)</small>	
Planning / Programming subtotal	\$ 338,750.22

Pedestrian and Bicycle Facilities-Discretionary (PUC Sections 99233.3 and 99234)

Bicycle and Pedestrian Facilities	\$ <u>130,786.38</u>
<small>(Note: up to 2% of remaining funds after Administration and Planning/Programming)</small>	
Pedestrian / Bicycle Facilities subtotal	\$ 130,786.38

Public Transportation - Transit (Article 4) (PUC Sections 99233.8, 99260(a) and 99262)

EDCTA - Continuation of Existing Service	\$ 6,030,361.97
EDCTA - Contingency	\$ 250,000.00
EDCTA - Excess Carryover	\$ -
Transit subtotal	\$ <u>6,280,361.97</u>

Other Transportation (Article 8) (PUC 99233.9, 99400(a), 99402 and 99407)

City of Placerville: 10,888 = 6.73% of total County population	\$ -
El Dorado County Unincorporated: 151,012 = 93.27% of total County population	\$ -
Other Transportation subtotal	\$ -

Total FY 2022/23 claimant allocations \$ 7,019,319.00

\$ -

Total Apportionment \$ 7,019,319.00

2014/15 Transit Contingency	\$ 111,767.28
2015/16 Transit Contingency	\$ 111,709.60
2016/17 Transit Contingency	\$ 116,944.34
2017/18 Transit Contingency	\$ 128,628.96
2018/19 Transit Contingency	\$ 30,949.82
Total	\$ 500,000.00
2022/23 Transit Contingency	\$ 250,000.00
Total after 2022/23 Reserve to Contingency	\$ 750,000.00

TRANSPORTATION DEVELOPMENT ACT (TDA) STATE TRANSIT ASSISTANCE (STA) FINDINGS OF APPORTIONMENT
FY 2022/23 APPORTIONMENT AND ALLOCATION

FY 2022/23 ESTIMATED STA AVAILABLE FOR ALLOCATION

Estimated 2022/23 STA Receipts per State Controller's Office * \$ 1,732,142.00

Total FY 2022/23 balance for apportionment \$ 1,732,142.00

El Dorado County Transit Authority (PUC 99313 and 99314)

EDCTA - Continuation of Existing Service

\$ 1,732,142.00

Public Transportation subtotal \$ 1,732,142.00

Subtotal FY 2022/23 claimant allocations \$ 1,732,142.00

Total FY 2022/23 claimant allocations \$ 1,732,142.00

* This is an estimate. The actual amount of STA funds collected for the fiscal year will be paid to El Dorado County Transit Authority.

TRANSPORTATION DEVELOPMENT ACT (TDA) STATE OF GOOD REPAIR (SGR) FINDINGS OF APPORTIONMENT
FY 2022/23 APPORTIONMENT AND ALLOCATION

FY 2022/23 ESTIMATED SGR AVAILABLE FOR ALLOCATION

Estimated 2022/23 SGR Receipts per State Controller's Office \$ 285,297.00

Total FY 2022/23 balance for apportionment \$ 285,297.00

El Dorado County Transit Authority (PUC 99313 and 99314)

Approval of an eligible project will be on the 8/4/22 EDCTC meeting agenda \$ 285,297.00
 Public Transportation subtotal \$ 285,297.00

Subtotal FY 2022/23 claimant allocations \$ 285,297.00

Total FY 2022/23 claimant allocations \$ 285,297.00

CONSENT CALENDAR**STAFF REPORT**

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
**SUBJECT: EL DORADO COUNTY TRANSIT AUTHORITY'S FISCAL YEAR 2022/23
TRANSPORTATION DEVELOPMENT ACT CLAIM**

REQUESTED ACTION

Adopt Resolution 21/22.23 (Attachment A) approving the El Dorado County Transit Authority's (EDCTA) Fiscal Year (FY) 2022/23 Transportation Development Act Claim (Attachment B) in the amount of \$7,762,503.97.

BACKGROUND

The Transportation Development Act (TDA) provides three funding sources:

1. Local Transportation Fund (LTF) from a quarter cent of the general sales tax collected statewide
2. State Transit Assistance fund (STA) from the statewide sales tax on diesel fuel
3. State of Good Repair (SGR) from a portion of the Transportation Improvement Fee included in Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency responsible for apportioning and administering these funds for this region.

DISCUSSION

EDCTA has submitted a TDA claim for FY 2022/23 requesting \$6,030,361.97 in LTF and \$1,732,142.00 in STA. EDCTA's total claim in the amount of \$7,762,503.97 is consistent with the FY 2022/23 Apportionment and Allocation for LTF and STA. The TDA claim was approved by the El Dorado County Transit Authority Board of Directors at the March 3, 2022, meeting. The LTF and STA funds will be paid by the El Dorado County Auditor's Office to EDCTA as the funds are received. The estimated FY 2022/23 SGR funds are \$285,297.00 and SGR funds will be reimbursed to EDCTA after approval by the Commission of a claim for an approved SGR project.

Approved by:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 21/22.23
B) El Dorado County Transit Authority Claim for FY 2022/23



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 21/22.23

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION
APPROVING THE EL DORADO COUNTY TRANSIT AUTHORITY’S FISCAL YEAR 2022/23
TRANSPORTATION DEVELOPMENT ACT CLAIM**

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated Regional Transportation Planning Agency (RTPA) for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds and for the administration of the Transportation Development Act of 1971 (TDA), as amended thereafter; and

WHEREAS, the County of El Dorado, the City of Placerville, and the El Dorado County Transit Authority are each required to file annual transportation claims for the funds, if any, from the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and the State of Good Repair Fund (SGR) of the Western Slope of the County, as apportioned to them by EDCTC, pursuant to the TDA; and

WHEREAS, it is the responsibility of EDCTC, under the provisions of the TDA, to review the annual transportation claims and to make allocations of monies from the Local Transportation Fund, the State Transit Assistance Fund and the State of Good Repair Fund based on the estimated revenue upon approving said claim; and

WHEREAS, the El Dorado County Transit Authority (EDCTA) submitted a Transportation Development Act claim based on the Fiscal Year 2022/23 Apportionment and Allocation for LTF and STA.

NOW THEREFORE, BE IT RESOLVED, EDCTC has reviewed the claim received from EDCTA and the amount to be paid is \$6,030,361.97 in LTF and \$1,732,142.00 in STA for a total claim in the amount of \$7,762,503.97.

BE IT FURTHER RESOLVED, that allocation instructions shall be prepared for each claimant in accordance with the above, and pursuant to EDCTC rules and regulations, the Executive Director, appointed by the Commission, is authorized to sign the allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations and conditions.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission at their regular meeting on May 5, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

**TDA – 1
TRANSPORTATION DEVELOPMENT ACT CLAIM**

To: El Dorado County Transportation Commission
 2828 Easy Street, Suite 1
 Placerville, California 95667-3907
 Attn: Administrative Services Officer

From: Claimant: El Dorado County Transit Authority
 Address: 6565 Commerce Way
 Diamond Springs, CA 95619-9454
 Contact: Julie Petersen, Finance Manager
 Phone: (530) 642-5383 extension 206

The above claimant hereby requests, in accordance with authority granted under the Transportation Development Act and applicable rules and regulations adopted by the El Dorado County Transportation Commission, that its request for funding be approved as follows:

Local Transportation Fund/State Transit Assistance Fund:

LTF or STA	Amount	Fiscal Year
LTF	\$ 6,030,361.97	2022/23
STA	\$ 1,732,142.00	2022/23

Submitted by: Matthew C. Mauk

Title: Executive Director

Date: March 3, 2022

EDCTC Date of Approval: _____

EDCTC Resolution #: _____

CONSENT CALENDAR**STAFF REPORT**

DATE: MAY 5, 2022

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: DANA KEFFER, EXECUTIVE ASSISTANT

SUBJECT: FINAL TRIENNIAL PERFORMANCE AUDITS OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION AND THE EL DORADO COUNTY TRANSIT AUTHORITY FOR 2018/19, 2019/20, and 2020/21

REQUESTED ACTION

Accept the Final Transportation Development Act Triennial Performance Audits of the El Dorado County Transportation Commission (EDCTC) and the El Dorado County Transit Authority (EDCTA) for fiscal years 2018/19, 2019/20, and 2020/21, and direct the Executive Director to submit the audits to Caltrans.

BACKGROUND

The EDCTC is statutorily required by California Public Utilities Code §99246 to designate entities other than itself to conduct a Triennial Performance Audit of the activities of the Regional Transportation Planning Agency (RTPA) and the Transit Operator to whom it allocates Transportation Development Act (TDA) funds. The performance audit generally follows the guidelines established in the Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities, published by the California Department of Transportation (Caltrans) Division of Mass Transportation.

While meeting the legal requirements for conducting a performance audit is important, a performance audit also provides an opportunity for an independent, objective, and comprehensive review of the economy, efficiency, and effectiveness of the entity being audited. The audit provides additional benefits as well:

- Provides management with useful information to assess past activities and provides insight for future planning efforts
- Provides management with a review and evaluation of an agency's organization and operations
- Presents an opportunity to utilize auditor expertise which can supplement staff work
- Assures public accountability for the use of public funds

DISCUSSION

The El Dorado County Transportation Commission (EDCTC) retained Moore & Associates to prepare the Triennial Performance Audits of both EDCTC as the RTPA and El Dorado County Transit Authority (EDCTA) as the transit operator. The Draft Triennial Performance Audit of EDCTC covering the fiscal years ending June 30, 2018 through June 30, 2021 was provided to the EDCTC Executive Director for review and comment and the Draft Triennial Performance Audit of EDCTA was provided to the EDCTA Executive Director for review and comment. The Draft Triennial Performance Audits of EDCTC and EDCTA covering fiscal years ending June 30, 2018 through June 30, 2021 were presented to the EDCTC Board on April 7, 2022.

The Final Triennial Performance Audit of EDCTC for fiscal years ending June 30, 2018 through June 30, 2021 (Attachment A) and the Final Triennial Performance Audit of EDCTA for fiscal years ending June 30, 2018 through June 30, 2021 (Attachment B) have incorporated comments made during review of the documents.

CONCLUSIONS

Moore & Associates, Inc. finds the EDCTC to be in compliance with the requirements of the Transportation Development Act. In addition, the entity generally functions in an efficient, and economical manner.

FINDINGS AND RECOMMENDATIONS

Based on the current review, the audit team submits on TDA compliance findings.

The audit team has identified two functional finding. While these findings are not compliance findings, the auditors believe they are significant enough to be included within this review:

Functional Finding 1: *The blended farebox recovery ratio for the EDCTA has not been updated since 2014.*

Criteria: PUC Section 99270.1 charges the regional transportation planning agency with the determination of an appropriate farebox recovery ratio based on what portion of the transit service serves urbanized areas.

Condition: This recommendation is carried forward from the prior Triennial Performance Audit. A blended farebox recovery ratio of 12.22 percent was adopted in 2014. The prior audit recommended this ratio be reviewed following the next decennial census of other official adjustments to the Sacramento Urbanized Area boundary. Due to delays in the release of 2020 decennial census data, the EDCTC has been unable to reassess this metric.

Cause: The unavailability of key data from the decennial census precluded the EDCTC from implementing this recommendation.

Effect: As a result, the farebox recovery ratio established in 2014 remained in effect, even though it was based on urbanized area designations developed after the 2010 decennial census.

Recommendation: The EDCTC should revisit the blended farebox recovery ratio to determine if it should be adjusted.

Recommended Action: Once data from the 2020 decennial census becomes available, the EDCTC should review any changes to the Sacramento Urbanized Area to determine if the portion of urbanized area served by the EDCTA has changed in the past 10 years. If it has, the EDCTC will need to recalculate the farebox recovery ratio based on those urbanized versus non-urbanized proportions. While this recalculation is not urgent given the current penalty waivers afforded by AB 149, it is recommended that the EDCTC make this determination sooner rather than later so the EDCTA will be well aware of any changes to its farebox recovery ratio in advance of FY 2023/24, when it will most likely be responsible for again meeting the farebox recovery threshold.

Timeline: Fiscal Year 2021/22 (if data is available).

Anticipated Cost: Modest.

Functional Finding 2: *Transit planning completed prior to the COVID-19 pandemic is unlikely to be relevant given the significant changes in the transit landscape.*

Criteria: As the RTPA, the EDCTC regularly funds transit planning activities for El Dorado County.

Condition: The most recent Short- and Long-Range Transit Plan was completed in 2019. Since that time, the transit landscape in El Dorado County – as well as the rest of the United States – has changed dramatically due to the impact of the COVID-19 pandemic. While the future of the COVID-19 virus has evolved to be endemic rather than pandemic, and most of the early restrictions have been lifted or reduced, the impact of the COVID-19 pandemic on public transit is expected to be felt for a long time. The EDCTA, like many transit operators, was forced to reduce its workforce and modify its service due to significantly reduced demand. It has since returned to normal operations, but as of December 2021, ridership has remained at approximately one-third of what it was in FY 2018/19. This has resulted in significantly lower fare revenues – instead of comprising as much as 20 percent of the transit system’s operating cost, in FY 2020/21 it made up just three percent.

Cause: The COVID-19 pandemic and its aftermath are the clear cause of this finding.

Effect: Recovery from the pandemic’s impact on ridership is likely to take a long time.

Recommendation: Work with the EDCTA to prepare a new short-range plan for transit in El Dorado County.

Recommended Action: Using FY 2020/21 and FY 2021/22 as a new baseline, determine appropriate performance measures, approaches to service, and trigger points for service expansion or reduction. If a desire to continue operating transit according to the current model/plan, it may be necessary to identify alternative funding sources to make up for lost fare revenues. Alternately, new service delivery strategies may be identified to provide a “right-sized” level of service for a reduced operating cost. The resulting plan should also include robust marketing recommendations to introduce new or modified services as well as to continue to promote them.

In addition to serving as a crucial planning document for the immediate future of transit service in El Dorado County, the planning process should be accompanied by a robust public engagement effort to both gather essential input from riders and community stakeholders as well as to educate the community and decision-makers about how transit has changed since March 2020. Doing so will help garner important information about how individual travel patterns have changed while also promoting community acceptance of the resulting plan.

Timeline: Fiscal Year 2022/23.

Anticipated Cost: Dependent upon project scope.

Following EDCTC Board approval and direction, the Executive Director will submit the Final Transportation Development Act Triennial Performance Audits of the El Dorado County Transportation Commission (EDCTC) and the El Dorado County Transit Authority (EDCTA) for fiscal years 2018/19 through 2020/21 to Caltrans.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Triennial Performance Audit
B) EDCTA Triennial Performance Audit
(Both A and B provided under separate cover)

BUSINESS ITEM**STAFF REPORT**

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: FISCAL YEAR 2022/23 FINAL OVERALL WORK PROGRAM, BUDGET,
AND GOALS AND OBJECTIVES

REQUESTED ACTION

Adopt Resolution 21/22.24 (Attachment A), approving the Fiscal Year (FY) 2022/23 Final Overall Work Program, Budget, and Goals and Objectives (Attachment B).

BACKGROUND

The Overall Work Program (OWP) and Budget is the work plan for El Dorado County Transportation Commission (EDCTC), and it identifies the work activities and budget by Work Element for the upcoming fiscal year.

DISCUSSION

The Draft OWP was presented at the March 3, 2022, Commission Meeting. The budget did not change from the Draft. The Final OWP document was revised for changes requested by Caltrans.

1. Previous Work Activities was added showing the tasks completed last fiscal year for each work element.
2. The responsible agency was added to the tasks in each work element.
3. The tasks listed in the End Products section was changed to include final work products that are anticipated to be completed in FY 2022/23.

The budget detail was reviewed with Chair Hidahl and Vice Chair Dennis Thomas on April 20, 2022. The total amount of the FY 2022/23 Final OWP and Budget is \$2,021,908.48 which did not change from the Draft.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 21/22.24
B) FY 2022/23 Final Overall Work Program, Budget, and Goals and Objectives (*provided under separate cover*)



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 21/22.24

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION
APPROVING FISCAL YEAR 2022/23 FINAL
OVERALL WORK PROGRAM, BUDGET, AND GOALS AND OBJECTIVES**

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds; and

WHEREAS, the Fiscal Year (FY) 2022/23 Overall Work Program, Budget and Goals and Objectives (OWP) is the primary management tool for the El Dorado County Transportation Commission, identifies the activities and a schedule of work for regional transportation planning in El Dorado County, and is a requirement of the Memorandum of Understanding between the El Dorado County Transportation Commission and Caltrans; and

WHEREAS, the EDCTC cafeteria plan budget for FY 2022/23 is \$1,169 per pay period; and

WHEREAS, the Draft OWP was presented at the March 3, 2022, Commission meeting.

NOW, THEREFORE, BE IT RESOLVED, that the El Dorado County Transportation Commission hereby approves the FY 2022/23 Final Overall Work Program, Budget, Goals and Objectives with a total budget of \$2,021,908.48.

PASSED AND APPROVED by the El Dorado County Transportation Commission governing body at the regular meeting held on May 5, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

CONSENT CALENDAR**STAFF REPORT**

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DAN BOLSTER, SENIOR TRANSPORTATION PLANNER
SUBJECT: SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL APPOINTMENT

REQUESTED ACTION

Appoint one member to the Social Service Transportation Advisory Council (SSTAC) for their first term.

BACKGROUND

In accordance with the Transportation Development Act Statutes and California Code of Regulations (TDA), it is the responsibility of the EDCTC, as the Regional Transportation Planning Agency (RTPA), to appoint members to the SSTAC. The members of the SSTAC are to be from a broad representation of social service agencies, transit users, and other members that the RTPA considers appropriate.

As the administrator of TDA funds for El Dorado County, EDCTC is charged with performing the annual Unmet Transit Needs process. As the recommending body to the Commission, the primary responsibility of the SSTAC is to review potential unmet transit needs in the County. The SSTAC's additional responsibilities are to identify potential transit needs and/or ways to improve the efficiency and effectiveness of existing transit service. The SSTAC's secondary responsibilities may include the following:

- Advise the EDCTC on any major transit issues, including the coordination and consolidation of specialized transportation services
- Receive and document information regarding transit needs at public meetings and/or hearings, and disseminate that to their constituents
- Review productivity for new El Dorado County Transit Authority (EDCTA) service using EDCTA's performance measures
- Serve in an ad-hoc basis on various committees, such as the Regional Transportation Plan Advisory Committee
- Participate in various transit-related studies (Coordinated Human Services Transportation Plan, Triennial Performance Audit, Long- and Short-Range Transit Plan, etc.)
- Advocate for transportation alternatives for those in their region and/or segment of the population and represent those constituents at the SSTAC or EDCTA Transit Advisory Committee meetings
- Review and score Federal Transit Administration 5310 capital assistance grant applications, as members of the Regional Evaluation Committee

DISCUSSION

EDCTC recruited one new member for the SSTAC during April 2022, utilizing the methods listed below:

- Contacting social services providers to help recruit potential new members
- Providing an SSTAC recruitment flyer and application information to members of transit-related advisory committees

- Posting flyers on EDCTA buses
- Advertising via the EDCTC website

The following candidate completed a membership application related to their specific area of expertise and eligibility:

Service Provider – Seniors

Marian Washburn – Ms. Washburn is currently a member of the El Dorado County Commission on Aging; is a former member and chair of the El Dorado County Transportation Commission; and is a former member and chair of the El Dorado County Transit Authority Board of Directors. Her experience in those positions provide Ms. Washburn with an understanding of the day-to-day transportation needs of senior citizens and the resources available to meet them.

In accordance with TDA Statute, of the initial eight (8) appointments to the SSTAC, one-third shall be for a three-year term, one-third shall be for a two-year term, and one-third shall be for a one-year term. Staff recommends Marian Washburn be appointed to an initial two-year term. Subsequent to that initial term, Ms. Washburn will be eligible to be reappointed to her position on the SSTAC for a three-year term.

Approved for Agenda:



Woodrow Deloria, Executive Director

BUSINESS ITEM**STAFF REPORT**

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER
SUBJECT: URBAN SURFACE TRANSPORTATION PROGRAM BLOCK GRANT FUNDS PROGRAMMING

REQUESTED ACTION

Approve Resolution 21/22.25 (Attachment A), programming Urban Surface Transportation Block Grant Program Funds, as follows;

- \$1,000,000 to Missouri Flat Road/El Dorado Trail Bicycle/Pedestrian Overcrossing
- \$1,000,000 to City of Placerville Broadway Sidewalks
- \$500,000 to Ponderosa Road Bicycle/Pedestrian Improvements and Overlay Project
- \$800,000 to Pony Express Trail Bicycle/Pedestrian Improvements Project

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) charged with programming federal and state transportation funding for the west slope of El Dorado County, El Dorado County Transportation Commission (EDCTC) is responsible for the programming of Urban Surface Transportation Block Grant Program (STBGP) funds to projects or programs in our jurisdiction. Urban STBGP funds are reimbursable federal aid funds, subject to all the requirements of Title 23, United States Code. The STBGP program has the most flexible eligibilities among all Federal-aid highway programs. Eligible costs include program planning, preliminary engineering (including environmental studies), right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

In general, STBGP projects may not be on local roads or rural minor collectors. There are a number of exceptions to this requirement, such as the ability to use up to 15% of a State's rural suballocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act Title 23 definition of "transportation alternatives" [23 U.S.C. 133(c)].

Urban STBGP funds can only be utilized in the portion of El Dorado County and the City of Placerville that is located within the Sacramento Urbanized area, consistent with US Census data. Attachment B is a map of the Sacramento Urbanized area of El Dorado County. Eligible applicants include the City of Placerville and El Dorado County Department of Transportation.

DISCUSSION

EDCTC has collaborated with partner agencies to determine priority projects consistent with the adopted 2020-2040 Regional Transportation Plan and SACOG Metropolitan Transportation Plan, Adopted Performance Measures, and STBGP guidelines in order to program all currently available STBGP funding. El Dorado County and the City of Placerville have submitted request letters and funding applications for specific priority projects to be funded with available STBGP funding. Subsequent to this programming action, EDCTC will be releasing a competitive Call for Projects for future available STBGP funds. EDCTC and partner agencies are proposing the programming of \$3,342,308 in STBGP funds to four projects, as outlined in the table below:

2022 STBGP Programming Strategy		
Unprogrammed and Available STBGP Balance		\$3,342,308
Priority Project	Project Description	Requested Amount
City of Placerville Broadway Sidewalks	Construct ADA compatible sidewalks on Broadway in the City of Placerville between Mosquito Road and Schnell School Road.	(\$1,000,000)
Missouri Flat Road Bicycle and Pedestrian Overcrossing	Program additional funding to leverage a Cycle 6 Active Transportation Program (ATP) Funding application to construct a Bicycle and Pedestrian Overcrossing along the El Dorado Trail over Missouri Flat Road	(\$1,000,000)
Ponderosa Road Bike/Ped Project	Overlay Ponderosa Road and Leverage Cycle 6 ATP Funds to construct Bike Lanes and close sidewalk gaps on Ponderosa Road between ?? and ???	(\$500,000)
Pony Express Road ATP Project	Support increased construction and right of way costs to ensure successful delivery of the bicycle and pedestrian project that was awarded \$1.4 million in ATP funding	(\$800,000)
Carryover Balance		\$42,308

On Monday April 25th, the EDCTC Technical Advisory Committee (TAC) reviewed and discussed the programming strategy presented and the TAC **supports/does not support** the proposed programming. Complete STBG funding applications are available for review upon request at the EDCTC office. EDCTC will support El Dorado County and the City of Placerville to ensure each project is submitted to the SACOG Metropolitan Improvement Program. Additionally, EDCTC will work with partner agencies to continue to identify appropriate fund sources to leverage additional funding for projects through construction, consistent with Goal 8 of the Regional Transportation Plan: “Secure Maximum available funding and pursue new sources of funds for maintenance, expansion, and improvement of all modes of transportation facilities and services.”

Approved for Agenda:

Woodrow Deloria, Executive Director

- Attachments: A) EDCTC Resolution 21/22.25
 B) Map of Urbanized Area
 C) El Dorado County and City of Placerville Funding Request Letters



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnbo

RESOLUTION 21/22.25

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING PROJECTS TO BE FUNDED WITH URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDS

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, it is the responsibility of EDCTC, under the provisions of the Memorandum of Understanding with the Sacramento Area Council of Governments (SACOG), to program and track projects to be funded with Urban Surface Transportation Block Grant Program (Urban STBGP) funds; and

WHEREAS, on April 19, 2022, El Dorado County Department of Transportation submitted a request to EDCTC to consider the programming of Urban STBGP funding to three projects within the Sacramento Urbanized Area of El Dorado County that conform with the funding requirements therein; and

WHEREAS, on April 18, 2022, City of Placerville Department of Public Works submitted a request to EDCTC to consider the programming of Urban STBGP funding to one project within the Sacramento Urbanized Area of El Dorado County that conforms with the funding requirements therein; and

WHEREAS, El Dorado County Department of Transportation determined the estimated amount of STBGP funding required for the projects and as included in the request to be \$2,300,000; and

WHEREAS, City of Placerville Department of Public Works determined the estimated amount of STBGP funding required for the project and as included in the request to be \$1,000,000; and

WHEREAS, as of May 1, 2022, the available Urban STBGP fund balance is \$3,342,308 through Fiscal Year 2020/2021; and

WHEREAS, the projects submitted for consideration for programming have been determined to be Urban STBGP Eligible; and

WHEREAS, any Urban STBGP funds remaining at the completion of the programmed projects will be returned to EDCTC for re-programming to an Urban STBGP Eligible project.

NOW THEREFORE, BE IT RESOLVED, that the El Dorado County Transportation Commission approves the programming of \$3,300,000 in Urban STBGP funds as follows:

Project Sponsor	Project Title	Urban STBGP Funding Requested
El Dorado County Department of Transportation	Missouri Flat Road El Dorado Trail Bicycle and Pedestrian Overcrossing	\$1,000,000
El Dorado County Department of Transportation	Ponderosa Road Bicycle/Pedestrian Improvements and Overlay	\$500,000
El Dorado County Department of Transportation	Pony Express Trail Bicycle/Pedestrian Improvements	\$800,000
City of Placerville Department of Public Works	Broadway Sidewalks	\$1,000,000

BE IT FURTHER RESOLVED, that the projects shall be submitted to SACOG for amendment into the Metropolitan Transportation Improvement Program.

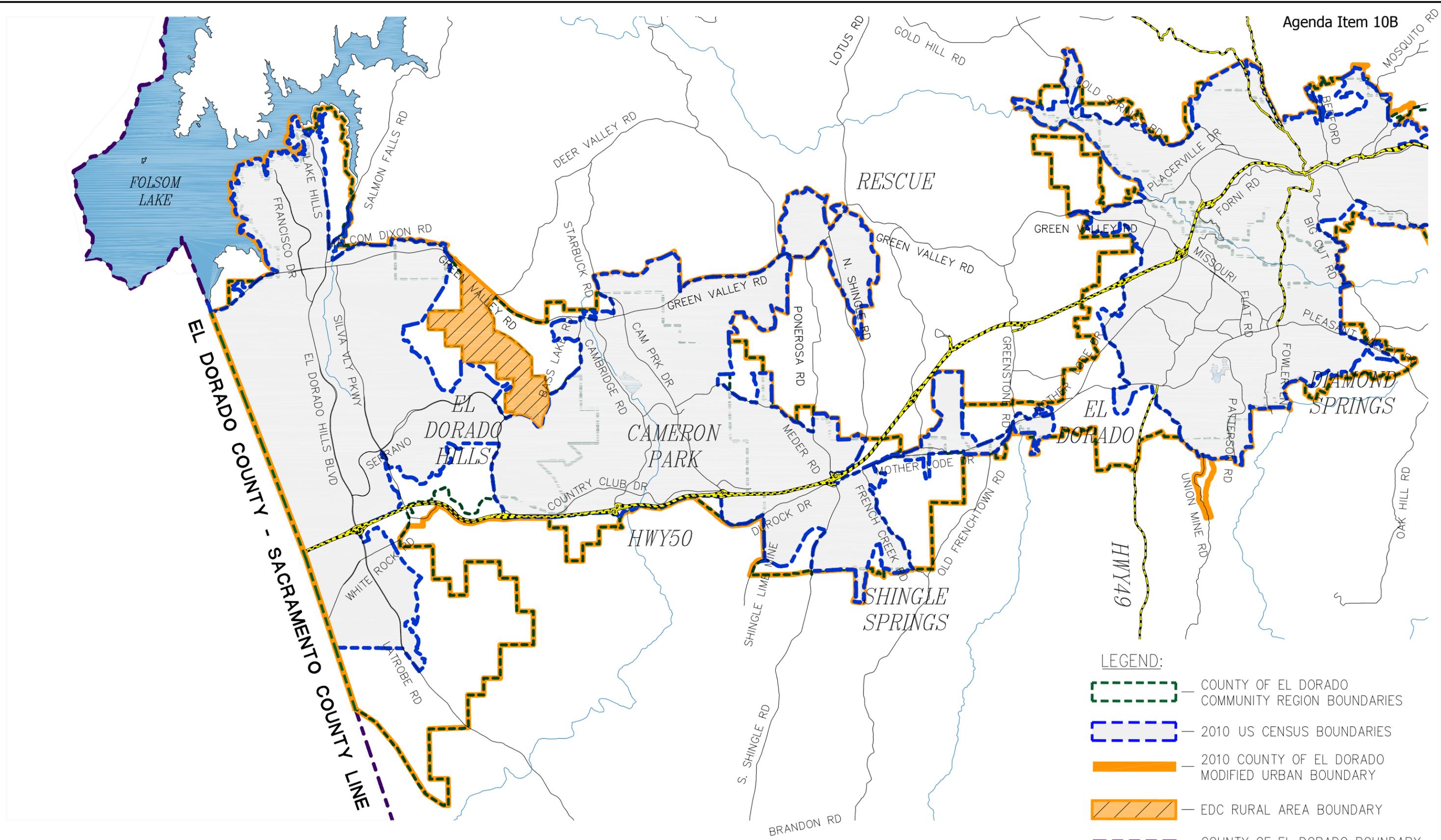
PASSED AND APPROVED, by the El Dorado County Transportation Commission governing body at the regular meeting held on May 5, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

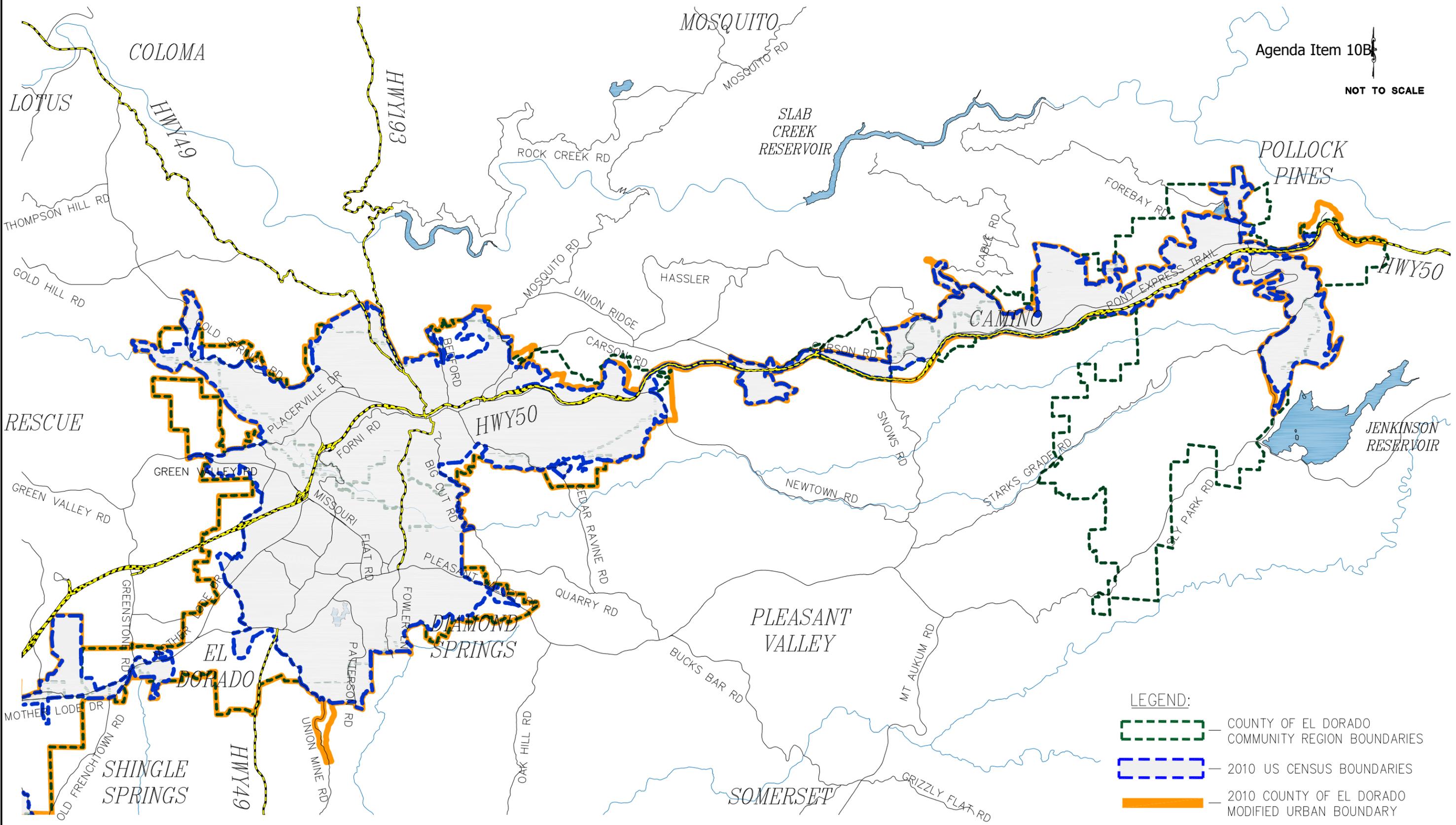
Dana Keffer, Secretary to the Commission



- LEGEND:**
- COUNTY OF EL DORADO COMMUNITY REGION BOUNDARIES
 - 2010 US CENSUS BOUNDARIES
 - 2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY
 - EDC RURAL AREA BOUNDARY
 - COUNTY OF EL DORADO BOUNDARY

2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY ATTACHMENT B

COUNTY of EL DORADO
SHT 1 OF 3

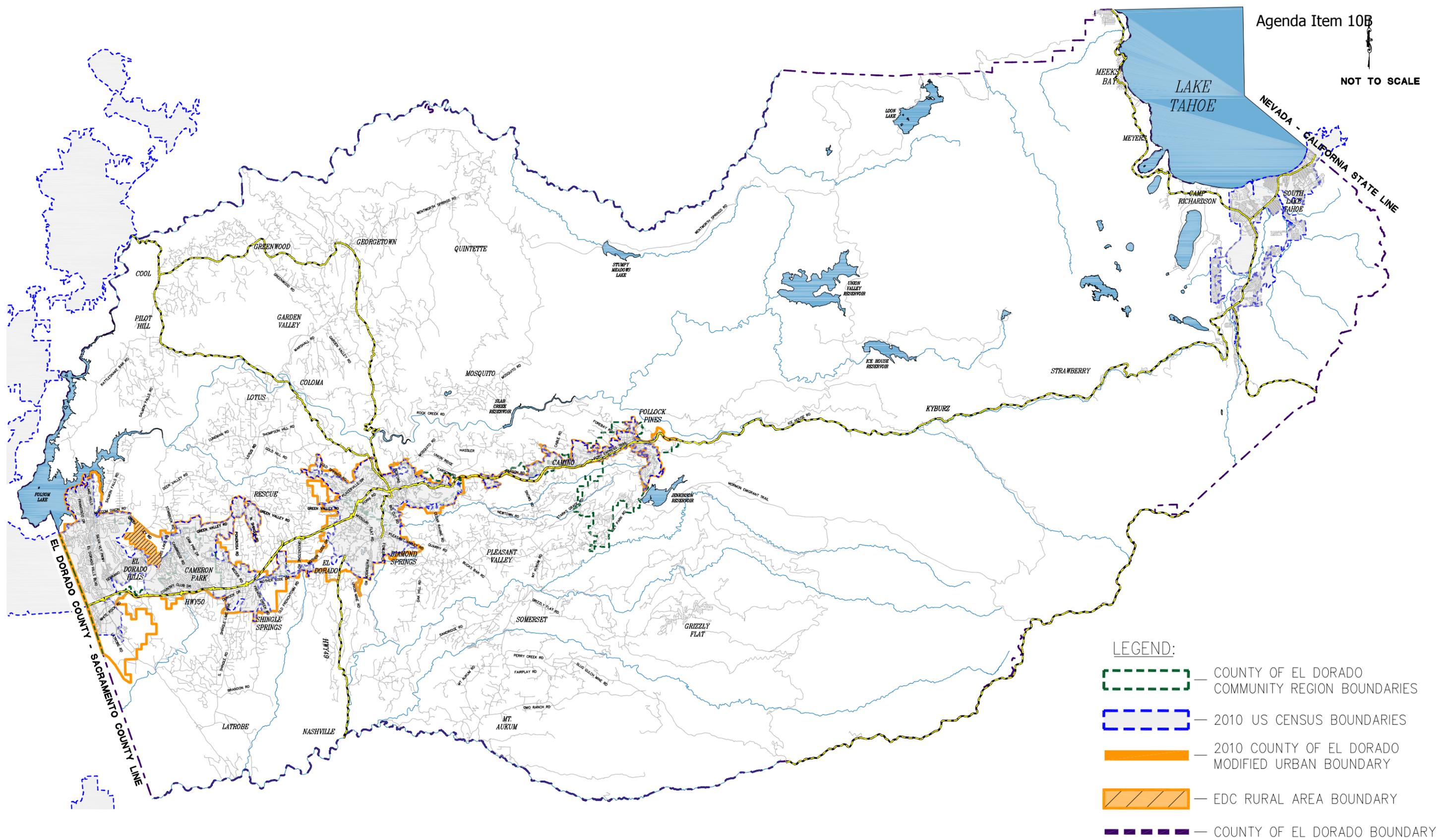


- LEGEND:**
- COUNTY OF EL DORADO COMMUNITY REGION BOUNDARIES
 - 2010 US CENSUS BOUNDARIES
 - 2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY
 - COUNTY OF EL DORADO BOUNDARY

2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY ATTACHMENT B



NOT TO SCALE



- LEGEND:**
- COUNTY OF EL DORADO COMMUNITY REGION BOUNDARIES
 - 2010 US CENSUS BOUNDARIES
 - 2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY
 - EDC RURAL AREA BOUNDARY
 - COUNTY OF EL DORADO BOUNDARY

2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY ATTACHMENT B





City of Placerville

3101 Center Street, Placerville, CA 95667
(530) 642-5200

April 18, 2022

Mr. Woodrow Deloria
Executive Director
2828 Easy Street, Suite 1
Placerville, CA 95667

RE: City of Placerville – Broadway Sidewalks Project, Urban STBGP Request

Dear Mr. Deloria:

The purpose of this letter is to respectfully request El Dorado County Transportation Commission's (EDCTC) consideration and assistance in funding anticipated construction funding shortfall on the Broadway Sidewalks Project in the amount of \$1,000,000 in Urban State Transportation Block Grant Program (STBGP).

As you are aware, the City of Placerville has been working with delivery of this project through the federal Highway Safety Improvement Program (HSIP) to provide much needed pedestrian and cyclist safety improvements on Broadway from Mosquito Road to Schnell School Road. In addition, Broadway is used as a congestion bypass to US 50 during peak recreational travel times and the resultant spike in Average Daily Traffic (ADT), along with insufficient facilities, has created an unsafe corridor for multimodal users. Additionally, price increases related to oil and gas prices have put the construction estimate on a consistent trend that exceeds available HSIP funding. Securing this additional funding from the Urban STBGP will ensure this project stays on track for delivery in fall of 2022 or spring of 2023. Broadway is classified as a minor arterial in the City's General Plan and thus eligible to receive this funding source for delivery of the improvements which include paving, sidewalks, ADA ramp improvements, and striping.

Thank you very much for your consideration of this request and the City looks forward to completing this project for the community. If you have any questions or need additional information, please contact me at (530) 642-5200.

Best Regards,

A handwritten signature in blue ink that reads "M. Cleve Morris".

M. Cleve Morris
City Manager
City of Placerville

MCM: rjn

cc: Rebecca Neves, City Engineer



EL DORADO COUNTY

DEPARTMENT OF TRANSPORTATION

<http://www.edcgov.us/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:

ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

April 15, 2022

Woodrow Deloria
El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667

RE: **STBGP Funding for El Dorado Trail –
Missouri Flat Road Bike/Pedestrian Overcrossing**

Dear Mr. Deloria

In 2011 the County completed the CEQA and NEPA environmental approval documents for the El Dorado Trail – Missouri Flat Road Overcrossing project (Project). The County completed construction of the El Dorado Trail on both sides of Missouri Flat Road and the necessary utility underground relocation at the Project site. The Project plans, specifications, right of way acquisitions are 100% complete and the Project is ready to advertise for bidding.

The County is requesting, in the attached funding application form, \$1,000,000 of STBGP funding to leverage toward the ATP Cycle 6 grant applications. We estimate the construction and construction management cost to be \$5,200,000. The County is orchestrating a strategic funding plan for the Project construction phase with multiple fund sources and therefore lowering the ATP application request amount. We believe this will demonstrate creative leveraging of funds for consideration in the ATP Cycle 6 grant competition.

Transportation would like to thank EDCTC for its consideration of the requested fund programming and we look forward to working with you on future projects.

If you have any questions concerning this Project, please contact me at 530-621-5912 or by email at matt.smeltzer@edcgov.us.

Sincerely,

Matthew Smeltzer
Deputy Director, Engineering

County of El Dorado
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667



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April 15, 2022

Woodrow Deloria
El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667

RE: **STBGP Funding for Ponderosa Road (Class 2 and Sidewalk)**

Dear Mr. Deloria

In 2019 the County completed the CEQA and NEPA environmental approval documents for the Ponderosa Road (Class 2 and Sidewalk) project (Project). The County intends to schedule construction of the Project so it can be combined with upcoming roadway rehabilitation work for added cost efficiency. The Project plans, specifications, right of way acquisitions are 100% complete and the Project is ready to advertise for bidding.

The County is requesting, in the attached funding application form, \$500,000 of STBGP funding to leverage toward the ATP Cycle 6 grant applications. We estimate the construction and construction management cost to be \$2,000,000. The County is orchestrating a strategic funding plan for the Project construction phase with multiple fund sources and therefore lowering the ATP application request amount. We believe this will demonstrate creative leveraging of funds for consideration in the ATP Cycle 6 grant competition.

Transportation would like to thank EDCTC for its consideration of the requested fund programming and we look forward to working with you on future projects.

If you have any questions concerning this Project, please contact me at 530-621-5912 or by email at matt.smeltzer@edcgov.us.

Sincerely,

Matthew Smeltzer

Deputy Director, Engineering

County of El Dorado

Department of Transportation
2850 Fairlane Court
Placerville, CA 95667



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DEPARTMENT OF TRANSPORTATION

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April 15, 2022

Woodrow Deloria
El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667

RE: **STBGP Funding for Pony Express (Class 2 and Sidewalk)**

Dear Mr. Deloria

In 2019 the County completed the CEQA and NEPA environmental approval documents for the Pony Express (Class 2 and Sidewalk) project (Project). The County scheduled construction of the Class II bicycle lanes and combined it with roadway rehabilitation work for cost efficiency. The Project plans and specifications for the sidewalk/pedestrian path are 80% complete and we are currently acquiring necessary right of way.

The County is requesting, in the attached funding application form, \$800,000 of STBGP funding to leverage toward the ATP Cycle 6 grant applications. We estimate the construction and construction management cost to be \$2,300,000. We have increased this cost estimate, after the award of an ATP grant two years ago, due to an unusually high increase in the Caltrans construction cost index, and the addition of enhanced ADA features that were not originally considered for the Project. We received project comments from public expressing the importance of needed ADA compliant facility for this site. Without additional funding the Project will need to consider reducing the scope by lessening the length of the project and make design exceptions for not being able to meet ADA design standards in some areas due to the difficult terrain and costs.

Transportation would like to thank EDCTC for its consideration of the requested fund programming and we look forward to working with you on future projects.

If you have any questions concerning this Project, please contact me at 530-621-5912 or by email at matt.smeltzer@edcgov.us.

Sincerely,


Matthew Smeltzer

Deputy Director, Engineering

County of El Dorado

Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

BUSINESS ITEM**STAFF REPORT**

DATE: MAY 5, 2022

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER

SUBJECT: 2022 URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM CALL FOR PROJECTS

REQUESTED ACTION

Approve the El Dorado County Transportation Commission (EDCTC) application form (Attachment A) and release of a Call for Projects for an available \$4,415,638 in future Urban Surface Transportation Block Grant Program Funds.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) charged with programming federal and state transportation funding for the west slope of El Dorado County, El Dorado County Transportation Commission (EDCTC) is responsible for the programming of Urban Surface Transportation Block Grant Program (STBGP) funds to projects or programs in our jurisdiction. EDCTC has determined future estimates of available funds from the STBGP program. Urban STBGP funds are reimbursable federal aid funds, subject to all the requirements of Title 23, United States Code. The STBGP program has the most flexible eligibilities among all Federal-aid highway programs. Eligible costs include program planning, preliminary engineering (including environmental studies), right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

In general, STBGP projects may not be on local roads or rural minor collectors. There are a number of exceptions to this requirement, such as the ability to use up to 15% of a State's rural suballocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act Title 23 definition of "transportation alternatives" [23 U.S.C. 133(c)]. The STBGP promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

DISCUSSION

Urban STBGP funds can only be utilized in the portion of El Dorado County and the City of Placerville that is located within the Sacramento Urbanized area, consistent with US Census data. Attachment B is a map of the Sacramento Urbanized area of El Dorado County. Eligible applicants include the City of Placerville and El Dorado County Department of Transportation. Eligible applications are required to submit the EDCTC STBGP application form no later than July 13, 2022, for consideration of funding. The application form ensures projects fulfill federal requirements related to Regional Transportation Planning, Performance Based Planning, and support Federal Planning Factors.

EDCTC is making available \$4,415,638 in future STBGP funds in this Call for Projects. This funding estimate has been developed prior to the finalization of the federal Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) funding. In the event of any changes to this estimate, EDCTC staff will return to the Commission with a future Agenda item with an updated estimate and strategy. Current estimated available funds are outlined in the following table.

Available STBGP Funds 2022 Call for Projects	
Balance Forward	\$42,308
Estimated Apportionment 2022/23	\$874,666
Estimated Apportionment 2023/24	\$874,666
Estimated Apportionment 2024/25	\$874,666
Estimated Apportionment 2025/26	\$874,666
Estimated Apportionment 2026/27	\$874,666
TOTAL	\$4,415,638

Approved for Agenda

Woodrow Deloria
Executive Director

Attachment A: EDCTC STBGP application form
Attachment B: Urbanized Area Map



2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

El Dorado County Transportation Commission

TRANSPORTATION FUNDING APPLICATION FORM

Surface Transportation Block Grant Program (STBGP)

PROJECT TITLE:

PROJECT APPLICANT:
(Agency Name and Address)

CONTACT PERSON:
(Name, address, phone, e-mail)

BRIEF DESCRIPTION OF PROJECT: Describe the work that would be funded.

TYPE OF PROGRAMMING REQUESTED:

STBGP

Local Funds	\$
Other Funds	\$
Funds Requested	\$
Total Project Cost	\$

SECTION 1:

At a minimum, projects must comply with the requirements for the fund source including all applicable federal requirements.

“Master Agreement” / “Eligible Applicant” status:

- a. Does your agency have a Master Agreement?
 Yes No

Is the project endorsed by a Board of Elected Officials?

Yes No

If yes, attach a Minute Order or Resolution showing policy board approval or endorsement specifically for this project(s).

SECTION 2:

1. **Project meets the requirements for the funding source.** Describe how well your project meets the requirements for the specific fund source you are applying for.

2. **Project Need/Benefit.** Describe the project scope and the goals this project address(es):

3. **Cost Effectiveness.** Describe how this project makes effective and efficient use of federal funds. Describe how the STBGP funding request leverages other funding.

4. **Project Readiness.** Federal Projects must begin no later than within three years of the awarded fiscal year. Describe project readiness in terms of what has already been accomplished and what still needs to be accomplished to implement this project. As appropriate, include status of design, engineering, environmental review, funding commitment and availability.

5. Inclusion in Local/Regional Transportation Plans/Programs. Describe whether or not the project is included in local/regional plans/programs, and discuss the project's priority ranking.

6. Related Performance Measures. Check the corresponding boxes in the table below to indicate how the project aligns with adopted Regional Transportation Plan Goals and Performance Measures:

Goal 1: Integrate local and regional land use, air quality, and transportation planning to create a transportation system which supports the needs of the system user, enhances the economy, preserves the environment, and protects the community character.

Goal 1	+	N	-
1. Is this project a collaborative effort with local jurisdictions? If so, (+) if not, (N)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is the project expected to improve (+), maintain (could be +, -, or N depending on existing condition), or degrade (-) existing level of service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is the project expected to improve (+), maintain (N), or degrade (-) the existing Pavement Condition Index (PCI)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Goal 2: Encourage sustainable transportation options, embrace new technologies and develop climate adaptation and resiliency strategies.

Goal 2	+	N	-
1. Does the project decrease (+), maintain (N), or increase (-) vehicle miles traveled per service population?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the project add/improve (+), maintain (N), or degrade (-) the existing roadside ditch quantity/quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is the project expected to reduce (+), not affect (N), or increase (-) single-occupant vehicles commute trips?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Does this add to (+), remove from (-), or not affect (N) existing broadband, ITS, or ICM infrastructure?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Goal 3: Optimize the existing local, interregional, and regionally significant roadway system to support improved maintenance, increased throughput, improved safety, and multimodal mobility.

Goal 3	+	N	-
1. Does this project add sidewalks (+), or improve (+), degrade (-), or not affect (N) existing sidewalk quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does this project add bikeways (+), or improve (+), degrade (-), or not affect (N) existing Class I Bikeway quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is the project expected to reduce (+), increase (-), or not affect (N) the number of collisions for any mode of travel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Does this project add (+), remove (-), or not affect (N) traffic calming measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Goal 4: Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.

Goal 4	+	N	-
1. Is this project expected to increase (+), decrease (-), or not affect (N) on-time performance of any service type?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will this project add (+), maintain (N), or decrease (-) the number of transit stops within ¼ mile of households without access to motor vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Goal 5: Promote and preserve aviation facilities and services that complement the regional transportation system, support emergency response, and enhance economic activities.

Goal 5	+	N	-
1. Is this project expected to improve (+), degrade (-), or not affect (N) the utilization rate of the airport?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is this project expected to improve (+), degrade (-), or not affect (N) heavy truck access to the airport?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Goal 6: Promote a safe, convenient, and efficient active transportation system for all users.

Goal 6	+	N	-
1. Does this construct (+), remove/hinder (-), or not affect (N) part of the planned sidewalk network?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does this project construct (+), remove/hinder (-), or not affect (N) part of the planned bicycle network?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is this active transportation project built in an area that has below average rates of walking? If so (+). If not (-).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Will this project remove (+), add to (-), or not affect (N) known safety barriers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Goal 7: Develop and support an integrated transportation system that incorporates corridor - based solutions and public awareness programs which support alternative transportation modes and reduce the impacts of single-occupant vehicle travel.

Goal 7	+	N	-
1. Is this project expected to reduce (+), increase (-), or not affect (N) auto occupancy on US 50?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is this project expected to reduce (+), increase (-), or not affect (N) travel time reliability on US 50?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is this project expected to encourage (+), discourage (-), or not influence (N) employers to offer/mandate TDM strategies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Is this project expected to encourage (+), discourage (-), or not influence (N) residents to take advantage of TDM strategies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Goal 8: Secure maximum available funding and pursue new sources of funds for maintenance, expansion, and improvement of all modes of transportation facilities and services. single-occupant vehicle travel.

Goal 8	+	N	-
1. Does the project combine multiple sources to leverage funding wherever possible? Yes (+), No (-)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the project utilize non-traditional or innovative funding sources? Yes (+), No (-)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Federal Planning Factors. Indicate yes or no if your project aligns with the Federal Planning Factors Listed below.

Federal Planning Factors are issued by Congress to emphasize specific issues and must be identified in local planning documents. The Federal Planning Factors in Title 23 of the United States Code, section 134(f) are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	YES <input type="checkbox"/>	NO <input type="checkbox"/>
2. Increase the safety of the transportation system for motorized and non-motorized users	YES <input type="checkbox"/>	NO <input type="checkbox"/>
3. Increase the security of the transportation system for motorized and non-motorized users	YES <input type="checkbox"/>	NO <input type="checkbox"/>
4. Increase the accessibility and mobility of people and for freight	YES <input type="checkbox"/>	NO <input type="checkbox"/>
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	YES <input type="checkbox"/>	NO <input type="checkbox"/>
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight	YES <input type="checkbox"/>	NO <input type="checkbox"/>
7. Promote efficient system management and operations	YES <input type="checkbox"/>	NO <input type="checkbox"/>
8. Emphasize the preservation of the existing transportation system	YES <input type="checkbox"/>	NO <input type="checkbox"/>
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water and reduce or mitigate storm water impacts of surface transportation	YES <input type="checkbox"/>	NO <input type="checkbox"/>
10. Enhance travel and tourism	YES <input type="checkbox"/>	NO <input type="checkbox"/>

Additional information to support the Federal Planning Factors listed above (400 characters or less).

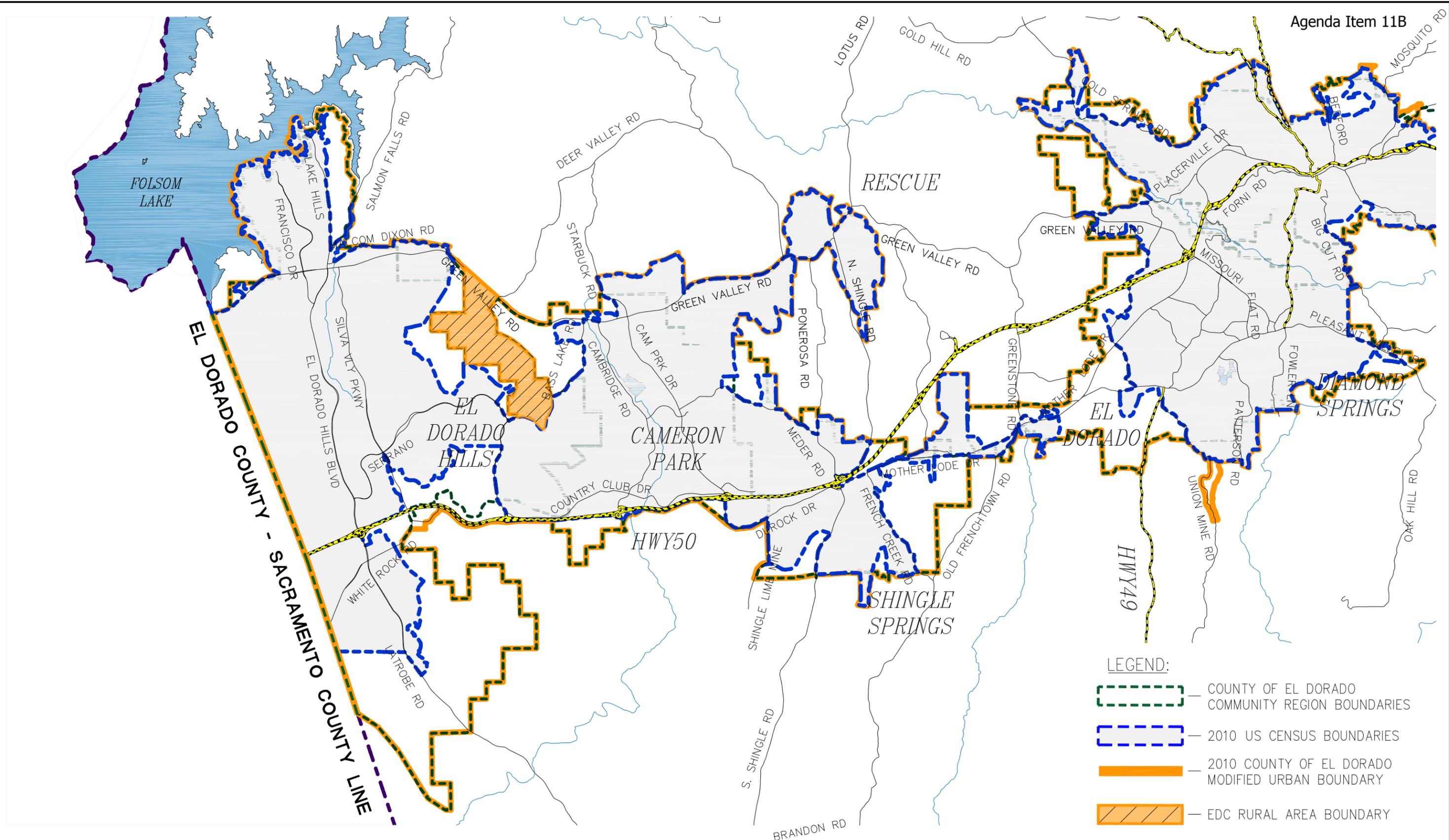
SECTION 4: PROJECT STATUS AND SCHEDULE

Phase/Quarter/Calendar Year

SECTION 5: PROJECT SUBMITTAL

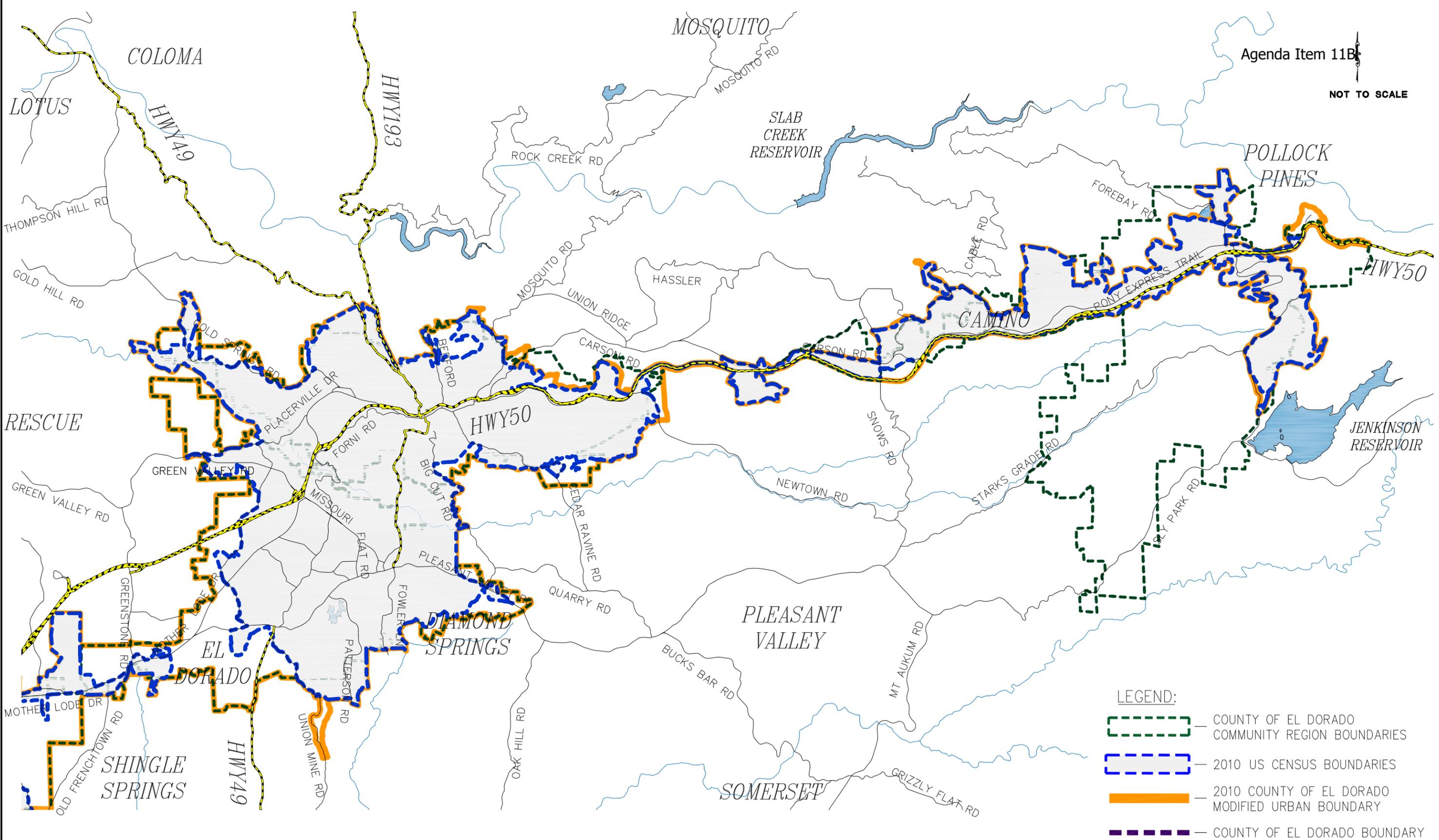
Signed _____ Date _____

Printed Name and Title _____



**2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY
ATTACHMENT B**



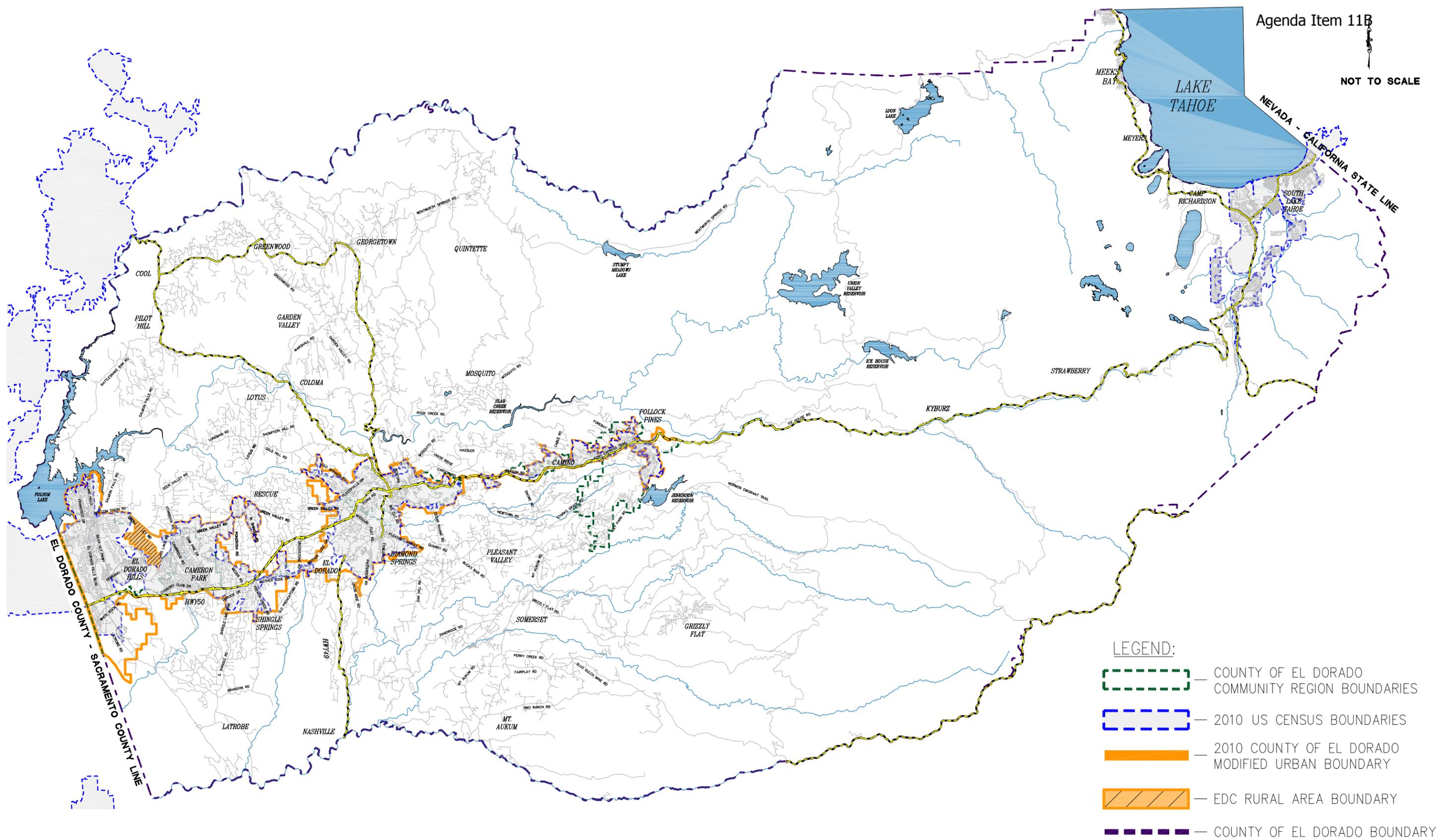


LEGEND:

- COUNTY OF EL DORADO COMMUNITY REGION BOUNDARIES
- 2010 US CENSUS BOUNDARIES
- 2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY
- COUNTY OF EL DORADO BOUNDARY

2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY ATTACHMENT B





- LEGEND:**
- COUNTY OF EL DORADO COMMUNITY REGION BOUNDARIES
 - 2010 US CENSUS BOUNDARIES
 - 2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY
 - EDC RURAL AREA BOUNDARY
 - COUNTY OF EL DORADO BOUNDARY

2010 COUNTY OF EL DORADO MODIFIED URBAN BOUNDARY ATTACHMENT B



INFORMATION ITEM**STAFF REPORT**

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: DRAFT AMENDMENT II TO THE EL DORADO COUNTY TRANSPORTATION COMMISSION FUNDING POLICY AND GUIDANCE

REQUESTED ACTION

None. This item is for information only.

BACKGROUND

As the Regional Transportation Planning Agency for the western slope, the El Dorado County Transportation Commission (EDCTC) is responsible for administering state and federal transportation funding to those agencies responsible for project delivery, or “implementing agencies”. State and federal transportation funding programs vary in both the purpose and in the regulatory guidelines which must be met to ensure good stewardship of public funds. An implementing agency’s proven ability to meet state and federal funding program requirements and effectively deliver transportation projects funded with public funds is paramount to that agency’s ability to retain existing and secure future transportation funding through both formulaic and competitive programs. All state and federal transportation funding administered through EDCTC requires detailed oversight, reporting, and other assurances to ensure the transportation funds are spent appropriately and in a timely manner. It is the responsibility of EDCTC to ensure the appropriate funding type is programmed to various projects. Once EDCTC has programmed funding, it is the responsibility of the implementing agency, with the support of EDCTC, to comply with the reporting and timely use of funds requirements. Without doing so, the agency would risk losing those funds, not only for their specific project, but also to the EDCTC for future programming. By programming appropriate funds and helping implementing agencies adhere to the state and federal funding administration and reporting requirements, EDCTC can ensure future transportation funding is secure and projects remain on schedule, within scope and budget.

On May 6, 2021, EDCTC approved the Amendment I to the EDCTC Funding Policy and Guidance. This was presented to the EDCTC to provide partner agencies and the public with an opportunity to review and comment on the Draft. Since the last amendment, Federal Highway Administration (FHWA), Caltrans, and the California Transportation Commission have placed increased emphasis on performance-based planning and programming consistent with adopted performance evaluation criteria appropriate for each funding source.

DISCUSSION

Amendment II to the EDCTC Funding Policy and Guidance provides funding program performance evaluation criteria by which EDCTC can ensure all state and federal transportation funding requirements are met. Amendment II includes performance evaluation criteria, project delivery and readiness, air quality benefit, asset condition and use, and other performance benefits which each applicant will need to address when submitting requests for CMAQ and/or STBGP funding opportunities. These additions are shown on pages six through ten in the redline version of the document attached to this staff report. Amendment II will provide both EDCTC and partner agencies a distinct understanding of what is required of them to apply for, secure, and expend State and Federal transportation funding.

Amendment II also includes an evaluation and selection process, on page ten of attached document, which is consistent with the guidance provided by FHWA. This new guidance requires an increased role by SACOG in the programming process for both CMAQ and STBG funding programs. The addition of a SACOG representative on a project evaluation committee is not new as SACOG has served on past project selection evaluation and selection committees. However, adding this language to the EDCTC Funding Policy and Guidance ensures SACOG will have a place on the evaluation committee for all future programming processes. Additionally, Amendment II adds an additional step which provides for submittal of the EDCTC approved projects to the SACOG board for final approval and including in the Metropolitan Transportation Improvement Program. Again, this is not inconsistent with past practice but is now formalized in this proposed Amendment II of the EDCTC Funding Policy and Guidance. The most significant difference is a formal submittal of projects approved and programmed by the EDCTC to the SACOG board for final approval. This is required by FHWA as a part of the recent corrective action imposed by FHWA on Caltrans. With the proposed Amendment II, EDCTC will retain the ability to work with local jurisdictions to select, evaluate, and program projects while aligning more effectively with the recent guidance changes. More changes are anticipated over the next year given the ongoing negotiations with SACOG, Caltrans, and FHWA.

EDCTC staff is proposing the Draft Amendment II to the EDCTC Funding Policy and Guidance for consideration to ensure timely and effective project delivery within state and federal funding deadlines and requirements. As new state and federal transportation funding programs become available, they too will be included within this guidance. EDCTC staff anticipates additional amendments in the coming year given the passage of the Infrastructure Investment and Jobs Act in 2021. The Final Amendment II will be presented to the Commission at the June 2 meeting.

Approved for Agenda:



Woodrow Deloria
Executive Director

Attachment A: Draft Amendment II to the El Dorado County Transportation Commission Funding Policy and Guidance



EL DORADO COUNTY TRANSPORTATION COMMISSION FUNDING POLICY AND GUIDANCE

Adopted: December 1, 2016

Amended: May 6, 2021

DRAFT Amended: May 5, 2022

El Dorado County Transportation Commission
2828 Easy Street, Suite 1, Placerville, California 95667
Email: edctc@edctc.org – Web: <https://edctc.org>

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EL DORADO COUNTY TRANSPORTATION COMMISSION
FUNDING POLICY AND GUIDANCE

Draft Amendment II to Existing Transportation Funding Policy and Guidance Dated May 6, 2021

FUNDING POLICY AND GUIDANCE INTENT

The intent of the funding policy and guidance is to provide implementing agencies who receive funding through the El Dorado County Transportation Commission (EDCTC) a clear understanding of what is required of them to secure and retain funding and deliver transportation projects with that funding. This will ensure EDCTC and implementing agencies do not lose any funds due to unmet federal or state funding deadlines, while providing flexibility in the delivery of transportation projects. The policy and guidance will also help direct the investment of funds that will be performance driven, used efficiently and within a timely manner. Furthermore, the funding policy will aid in planning and budgeting for future projects and programs to ensure, to the greatest extent possible, funding availability aligns with project need and delivery schedules.

GENERAL POLICY

As the Regional Transportation Planning Agency (RTPA) for the western slope, the EDCTC is responsible for overseeing transportation funding programming and administration to ensure funds are spent in accordance with various state and federal requirements. To provide a clear understanding of the state and federal requirements, EDCTC has adopted this guidance as a source for information on each state and federal transportation funding program and how each fund type must be administered and delivered. Furthermore, this guidance provides EDCTC and implementing agencies a clear path for how projects are chosen for funding based on funding source eligibility, project merit, consistency with plans and adopted performance measures, and deliverability within the established deadlines. This General Policy serves as an overarching structure or set of guidelines for all transportation funding programmed to implementing agencies. Additional, more specific policies and guidance will follow. The General Policy is to be applied to all funds programmed through EDCTC:

1. Any funding on a phase, component, or full project which is not needed for the phase or component of said project must return to the EDCTC for programming amendments or be returned to the balance of the fund source from which the original programming was made. EDCTC programs transportation funding to a specific project, not an implementing agency.
 - a. *Example: Phase 1 of an interchange project identified savings during construction. Phase 2 needs additional funding to complete construction. Savings from Phase 1 cannot be moved to Phase 2 without being presented to the EDCTC for re-programming consideration. If EDCTC staff determines the Phase 2 need is consistent with the funding program, the EDCTC can then decide if the savings from Phase 1 should be programmed to Phase 2.*
2. All funding programmed to a phase or component of a project must be expended on that phase or component for which the original programming was made.
 - a. *Example: An implementing agency cannot move funding programmed to support a Class I bike path to instead construct sidewalk in another location along the project limits.*
3. All matching funding programmed to an implementing agency to match a grant application that is not successful must be returned to the EDCTC for future programming.
 - a. *Example: EDCTC programs CMAQ to match an ATP statewide grant application and the grant is not awarded, the CMAQ funding programmed as the match returns to the EDCTC CMAQ fund balance for a future programming action.*

4. For any project to receive funding through EDCTC it must be consistent with the current EDCTC Regional Transportation Plan and SACOG Metropolitan Transportation Plan/Sustainable Communities Strategies and should not impede the ability of the region to meet air quality conformity standards in the SACOG Transportation Improvement Program.
5. Any changes in scope, schedule and/or budget which have a direct connection to funding programmed through EDCTC will be reviewed by EDCTC staff and formal actions on program amendments will be taken to the EDCTC Board for consideration. Implementing agencies must justify how the revised scope, schedule, and/or budget remains consistent with the funding requirements and selection criteria included in the original programming action.
6. Should an implementing agency submit a delivery challenged project for consideration of programming additional funding, EDCTC will first review the submittal based on the original funding requirements used for project selection during the original programming action before considering further action.
 - a. *Example: Project X needs additional CMAQ funding due to increased cost of asphalt. The additional funding for Project X will be evaluated against the other projects, including a benefit cost analysis, that originally competed for the CMAQ funding during that initial programming action. If Project X still would have ranked among those projects that received funding, the additional funding would likely be recommended by staff for EDCTC consideration.*
7. All decisions regarding the programming, deprogramming, or reprogramming of available or future transportation funds will only be made at the discretion of the EDCTC Board.

POLICY I: PROJECT BUDGET

Project delivery costs often fluctuate for many reasons that are difficult to predict or foresee when projects are developed in advance of construction. Project costs are often higher than anticipated, and even sometimes lower. Furthermore, as projects evolve there may be a change in scope resulting in a different project cost or may not proceed to implementation as planned. When such circumstances are presented and the implementing agency is facing delivery challenges, the implementing agency must inform EDCTC of this change within a timely manner. Based on these circumstances an implementing agency may be able to justify budgetary changes resulting in the need to revisit funding programmed to a given project.

In the event an implementing agency has clearly justified an **increase** in the cost of delivery or a given phase or component of a project, and EDCTC staff has reviewed and agrees with the agency's findings, formal actions on program amendments will be taken to the EDCTC Board for consideration.

In the event an implementing agency has identified **cost savings** on given phase or component of a project, formal actions on those savings will be taken to the EDCTC Board for consideration of re-programming or returning the funds to the appropriate fund balance.

POLICY II: PROJECT SCOPE

As with project cost, the scope of a project often changes through the initial design and construction. As can be expected, changes in scope often directly impact the budget and/or schedule as well. While Policy I: Project Budget outlines the process for changes in budget, when a scope change is identified for a phase or component of a project for which EDCTC has programmed funding, a similar process must be followed. The implementing agency must again inform EDCTC of this change within a timely manner to justify changes in scope. If EDCTC staff reviews the changes in scope and determines them to be consistent with the original programming action, no formal amendment to the programming is necessary. However, if the changes in scope are determined to be outside the intent of the initial programming action or are not consistent with current plans or the original funding

source, the EDCTC Board will revisit funding programmed to that project. Depending on the circumstances, the EDCTC Board could make a formal amendment to the programming action in support of the scope change, or formally amend the programming to remove funds from the project.

POLICY III: PROJECT DELAY AND/OR DELIVERY FAILURES

Agencies with proven and ongoing difficulty in delivering projects due to misuse of funds, missed funding deadlines, project requirements, lack of reporting or other known and avoidable challenges, may, at the discretion of the EDCTC Board, have future programming restricted for additional projects until the troubled project(s) are brought back on schedule, and the agency has demonstrated it can deliver projects within the funding deadlines and meet project requirements. EDCTC staff will actively follow the status of projects and present the Project Monitoring Report to the EDCTC Board biannually each year. EDCTC staff will also work directly with the project managers and other state, federal, and regional partners to first resolve the issues causing the project delay or failure.

POLICY IV: PROJECT INVOICING AND REIMBURSEMENT

As the agency responsible for administering transportation funding statewide, Caltrans requires implementing agencies to submit invoices for reimbursement at least once every 6 months from the time of obligation. Projects that have not received a reimbursement of federal funds in the previous 6 months are considered inactive and are placed on a statewide inactive projects list. Once a project is on this list, it places future reimbursements for the project in jeopardy of being de-obligated by the Federal Highway Administration (FHWA) and redistributed to other regions or agencies that can utilize the funds in a timely manner. There is no guarantee the funds would be returned to the implementing agency to complete the project presenting delivery challenges.

A copy of the final invoice showing the reimbursement of the full amount of funding obligated to the project must be sent to EDCTC prior to project closeout. In the event de-obligated funds are made available, EDCTC will reprogram pursuant to the funding source requirements.

POLICY V: STATE LIQUIDATION DEADLINE

California Government Codes 16304.1 and 16304.3 place additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced, and reimbursed) within four state fiscal years following the fiscal year in which the funds were appropriated. California Transportation Commission (CTC)-administered funds must be expended within two state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC.

POLICY VI: PROJECT PROGRESS AND COMPLETION

Federal regulations require advancement to the next phase of a project within ten years of initial federal authorization of any phase of the project. For example, if the preliminary engineering (PE) phase is authorized, an agency has ten years to start the right-of-way phase from the date the PE phase received federal authorization. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in ten years, the FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. Funds that have been obligated but remain unexpended at the time of project close-out will be de-obligated and returned to EDCTC for future programming.

A CTC allocated project must fully expend those funds within 36 months of the CTC funding allocation. For funding administered by the CTC, such as State Transportation Improvement Program/STIP, and Active Transportation Program, or other Senate Bill 1 transportation funds, any unexpended funds at

the time of project close-out are returned to the state rather than the EDCTC.

POLICY VII: MISSED DEADLINES

Implementing agencies that fail to meet any or all the requirements included in these policies risk the complete and long-term loss of those funds to the region. To minimize losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged or are out of compliance with federal-aid requirements and deadlines may have future EDCTC programming restricted until their current projects are brought back into good standing. Projects are selected to receive EDCTC funding based on the implementing agency's demonstrated ability to deliver the projects within deadlines, performance criteria and cost – as outlined in the sponsor's completed EDCTC Project Funding Application, and state and federal requirements. It is the responsibility of the implementing agency to ensure the deadlines and provisions of the funding policy and guidance can be met. It is EDCTC's responsibility to assist all partner agencies in project delivery to make sure these requirements are met and will preserve the opportunity for future funding.

Funding Specific Guidelines

The following guidance is provided to illustrate specific guidelines for the current transportation funding programs administered by EDCTC. The intent is to provide information and reference material to assist in the application, delivery, and administration process for the funding made available through the EDCTC. Specific guidance for federal and state transportation funding programmed by EDCTC is described below.

FEDERAL TRANSPORTATION FUNDING

CONGESTION MITIGATION AIR QUALITY (CMAQ)

The Congestion Mitigation and Air Quality Program (CMAQ) was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and was reauthorized under all Federal Transportation Acts since ISTEA, including the most recent ~~Fixing America's Surface Transportation (FAST) Act~~ ~~in 2021 the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA)~~. The ~~2015 FAST Act~~ ~~IIJA~~ provides millions of CMAQ funds annually to California. The funds are distributed to Metropolitan Planning Organizations ~~and Regional Transportation Planning Agencies~~ in federally designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the Streets and Highways Code. The Program provides a funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The funding may be used for a transportation project or program that has a proven result of improving air quality and reducing emissions. The program targets bicycle and pedestrian projects, engine retrofits, and congestion reduction and traffic flow improvements.

CMAQ Eligibility Overview

Eligible applicants include local government entities and transit operators within the western slope of El Dorado County.

1. The project must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. https://www.fhwa.dot.gov/environment/air_quality/cmaq/
2. Project sponsors must provide the applicable non-federal match.
3. Project sponsors must provide a cost-effectiveness emissions reduction analysis on the project. https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>. Additional time should be included in the project timeline if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way,

Construction.

CMAQ Eligible Projects and Activities

1. Diesel Engine Retrofits
2. Eligible Zero Emission Vehicles and Infrastructure
3. Congestion Reduction and Traffic Flow Improvements
4. Active Transportation Facilities and Programs
5. Ridesharing Programs
6. Public Education and Outreach Activities Related to CMAQ Projects

Implementation and Oversight Requirements

CMAQ funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. Applicants must follow the Caltrans CMAQ Guidance process: http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html
3. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region. For CMAQ funded projects, EDCTC will maintain a list of unfunded projects which align with CMAQ funding requirements for future funding. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list.

Local Match Requirements:

The non- federal match requirement is 11.47%.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM URBAN (STBGP URBAN)

STBGP Urban provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The emphasis of the STBG Program is to fund cost-effective transportation projects that realize the performance benefits included in El Dorado County's Regional Transportation Plan (RTP) and in the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). STBGP is one of the more flexible funding sources administered by EDCTC. EDCTC's goal for STBGP is to support the implementation of the Regional Transportation Plan (RTP) and supporting surface transportation improvements across the west slope.

STBGP Eligibility Overview

Eligible applicants include local government entities and transit operators delivering projects that are within the current delineation of the contiguous Sacramento Urbanized area.

1. The project must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>
2. Project sponsors must provide the applicable non-federal match.
3. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>. Additional time should be included in the project timeline if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
4. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

STBGP Eligible Projects and Activities

STBGP supports construction, as defined in 23 U.S.C. 101(a)(4), of the following projects and activity.

1. Highways, bridges, and tunnels.
2. Ferry boats and terminal facilities eligible.
3. Transit capital.
4. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment.
5. Truck parking facilities.
6. Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
7. Environmental measures.
8. Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
9. Fringe and corridor parking facilities and carpool projects
10. Recreational trails projects, pedestrian and bicycle projects and the Safe Routes to School Program.
11. Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
12. Development and implementation of a state asset management plan for the National Highway System and a performance-based management program for other public roads.
13. Protection for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels.
14. Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education.
15. Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Implementation and Oversight Requirements

STBGP funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

Local Match Requirements:

The non- federal match requirement is 11.47%.

CMAQ and STBGP Funding Programs Performance Evaluation Criteria

Local agency applicants for both programs are asked to demonstrate how project delivery supports the EI Dorado County RTP and SACOG MTP/SCS performance objectives: maintains assets in a state of good repair; reduces vehicle miles travelled (VMT); reduces greenhouse gases (GHG) and/or vehicle pollutants; increases multi-modal travel and choice of transportation options; provides long-term economic benefit for urban, suburban and rural economies; improves goods movement; supports social equity among all users including disadvantaged communities; or improves safety and security.

The following table includes the performance measures by Goal and Objective as they relate to the adopted EI Dorado County RTP 2040. These performance criteria will be reviewed in conjunction with the standard application form.

2040 EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

PERFORMANCE MEASURES BY GOAL AND OBJECTIVE

		Performance Measures
Goal 1.0	INTEGRATE LOCAL AND REGIONAL LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING TO CREATE A TRANSPORTATION SYSTEM WHICH SUPPORTS THE NEEDS OF THE SYSTEM USER, ENHANCES THE ECONOMY, PRESERVES THE ENVIRONMENT, AND PROTECTS THE COMMUNITY CHARACTER.	
Objective 1.A	Provide transportation planning support services to local jurisdictions regarding the transportation impacts of local land use decisions.	<ul style="list-style-type: none"> • EDCTC Collaborative Planning Efforts with Local Jurisdictions and SACOG
Objective 1.B	Support local, state, and regional jurisdictions to ensure the transportation infrastructure meets existing and future needs.	<ul style="list-style-type: none"> • Peak hour level of service • Pavement Condition Index (PCI)
Goal 2.0	ENCOURAGE SUSTAINABLE TRANSPORTATION OPTIONS, EMBRACE NEW TECHNOLOGIES, AND DEVELOP CLIMATE ADAPTATION AND RESILIENCY STRATEGIES.	
Objective 2.A	Support transportation planning and programs which aid in achieving regional air quality goals and develop strategies to lessen the impacts of severe weather events and wildfire.	<ul style="list-style-type: none"> • Vehicle miles traveled per Service Population • Miles of roadside ditch maintained/improved
Objective 2.B	Support the necessary infrastructure and develop innovative programs to support multimodal, technology-based shared ride	<ul style="list-style-type: none"> • Journey to work mode share • Broadband, ITS, or ICM implemented
Goal 3.0	OPTIMIZE THE EXISTING LOCAL, INTERREGIONAL AND REGIONALLY SIGNIFICANT ROADWAY SYSTEM TO SUPPORT IMPROVED MAINTENANCE, INCREASED THROUGHPUT, IMPROVED SAFETY AND MULTIMODAL	
Objective 3.A	Maintain the existing transportation system at a standard which furthers its life and viability and continues to support the region's current and future transportation needs.	<ul style="list-style-type: none"> • Pavement Condition Index (PCI) • Percent of sidewalk in good condition • Class I Bikeway Network Condition
Objective 3.B	Develop and retrofit transportation facilities and corridors to improve safety, enhance community character, and improve multi-	<ul style="list-style-type: none"> • Number of collisions by mode • Traffic Calming Measures, Sidewalks, Bike Lanes, Landscaping added
Goal 4.0	PROMOTE A CONVENIENT, DESIRABLE, AND RELIABLE REGIONAL AND INTERREGIONAL PUBLIC TRANSIT SYSTEM FOR RESIDENTS AND VISITORS TRAVELLING WITHIN, TO, AND BEYOND EL DORADO COUNTY.	
Objective 4.A	Focus transit service provision to the region's diverse characteristics.	<ul style="list-style-type: none"> • On-Time Performance by service type (Demand Response, Rural Local Routes, Urban Commuter Routes)
Objective 4.B	Promote a transit system that is responsive to the needs of transit-dependent persons.	<ul style="list-style-type: none"> • Number of transit stops in within 1/4 mile of households without access to motor vehicles
Goal 5.0	PROMOTE AND PRESERVE AVIATION FACILITIES AND SERVICES THAT COMPLEMENT THE REGIONAL TRANSPORTATION SYSTEM, SUPPORT EMERGENCY RESPONSE, AND ENHANCE ECONOMIC	
Objective 5.A	Promote the operation, preservation, and maintenance of a regional system of public use general aviation airports.	<ul style="list-style-type: none"> • Landings as a share of capacity • Airport access improved for heavy vehicles
Goal 6.0	PROMOTE A SAFE, CONVENIENT, AND EFFICIENT ACTIVE TRANSPORTATION SYSTEM FOR ALL USERS.	
Objective 6.A	Plan and develop a continuous, safe, and easily accessible pedestrian and bikeway network throughout the region and connecting urban, suburban, and rural communities.	<ul style="list-style-type: none"> • Percent of planned sidewalk network completed • Percent of planned bicycle network (shared use paths, bike lanes, and bike routes) completed

Objective 6.B	Support local jurisdictions in providing an active transportation system that emphasizes the health, safety, and wellbeing of people as part of a multi-modal transportation system.	<ul style="list-style-type: none"> Percent of projects built in areas with below average rates of walking Number of safety barriers removed by projects
2040 EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN		
PERFORMANCE MEASURES, BY GOAL AND OBJECTIVE		
		Performance Measures
Goal 7.0	DEVELOP AND SUPPORT AN INTEGRATED TRANSPORTATION SYSTEM THAT INCORPORATES CORRIDOR - BASED SOLUTIONS AND PUBLIC AWARENESS PROGRAMS WHICH SUPPORT ALTERNATIVE TRANSPORTATION MODES AND REDUCE THE IMPACTS OF SINGLE-OCCUPANT VEHICLE TRAVEL.	
Objective 7.A	Support local jurisdictions and partners in developing corridor-based solutions to congestion reduction and support alternatives to the single	<ul style="list-style-type: none"> Journey to work mode share US 50 auto occupancy US 50 travel time reliability
Objective 7.B	Support advancement of Transportation Demand Management (TDM) in a manner which reflects the needs of the region and remains current with new technologies in transportation.	<ul style="list-style-type: none"> Percent of employers offering/mandating TDM strategies Percent of residents taking advantage of employer offered/mandated TDM strategies Journey to work mode share
Goal 8.0	SECURE MAXIMUM AVAILABLE FUNDING AND PURSUE NEW SOURCES OF FUNDS FOR MAINTENANCE, EXPANSION, AND IMPROVEMENT OF ALL MODES OF TRANSPORTATION FACILITIES AND SERVICES.	
Objective 8.A	Obtain funding for vital transportation needs through all sources.	<ul style="list-style-type: none"> Funding sources used
Objective 8.B	Identify innovative and sustainable funding strategies for vital transportation needs where conventional funding sources are insufficient.	<ul style="list-style-type: none"> Funding from non-conventional sources (e.g., Tolls, Managed lanes, Local Tax Measure)

Evaluation and Selection Process

An evaluation committee shall be established to review and evaluate applications The Committee shall consist of two members of EDCTC staff and one member of SACOG staff. The committee members shall individually review and rank applications using the criteria noted above in addition to the community context. The committee shall meet as a group to discuss their evaluations. The committee may opt to interview applicants to seek clarification on their applications prior to finalizing rankings. Upon completion of their evaluations, the committee shall recommend a ranked list of projects for each funding program to the EDCTC Board for their adoption.

HIGHWAY INFRASTRUCTURE PROGRAM (HIP)

HIP funding is apportioned to EDCTC by the Federal Highway Administration (FHWA) in accordance with the Federal FAST Act. The funding is allocated by the State of California to the Region. Funding must be awarded to projects in the western slope of El Dorado County. Programming capacity is determined based on the apportionment amount per federal fiscal year. The funds will be programmed according to the federal fiscal year of apportionment and must be obligated prior to the end of the federal fiscal year that is three years after the federal fiscal year in which the funds were apportioned.

HIP Eligibility Overview

Eligible applicants include local government entities and transit operators.

- Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>. Additional time should be included in the project timeline if there is not an existing Master agreement in place to illustrate funds will be

obligated and expended in the appropriate fiscal year.

2. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

HIP Eligible Projects and Activities

1. Project must be on the Federal-Aid System. No projects can be delivered on roads classified as a local road or rural minor collector unless:
 - o on a Federal-aid highway system on January 1, 1991
 - o for bridges (except new bridge at new location)
 - o approved by the US Secretary of Transportation
2. Construction of highways (a.k.a. Federal-aid system roads), bridges and tunnels.
3. HIP funds may also be used on preliminary engineering, right of way, and environmental phases of work, so long as the work leads directly to a constructed project.

Implementation and Oversight Requirements

Programming and expenditure of funds must be consistent with 23 U.S.C. 133(b)(1) and 134(b)(4).

HIP funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

Local Match Requirements:

The non- federal match requirement for HIP is 11.47%.

For projects on the Interstate, the reimbursement ratio is 90%, unless the project adds non-high-occupancy-vehicle or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project will revert to the 88.53% percent level. For certain types of safety projects, the reimbursement ratio is 100%

STATE TRANSPORTATION FUNDING

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP is a biennial five-year plan administered and adopted by the California Transportation Commission (CTC). While considered a statewide funding program, the CTC assumes that all projects meet federal requirements unless state-only (nonfederal) funding has been approved. The STIP serves as a statewide capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. State law requires the CTC to update the STIP biennially, in even- numbered years, with each new STIP adding two new years to prior programming commitments. STIP funding is allocated to the EDCTC through a formula based upon resident population and lane miles.

EDCTC is responsible for working with partner agencies in selecting and prioritizing projects to utilize STIP funding. STIP funds are used to implement the projects identified in the current El Dorado County Regional Transportation Plan (RTP), and SACOG Metropolitan Transportation Plan (MTP).

STIP Eligibility Overview

STIP funding supports state highway improvements, intercity rail projects, and regional highway and transit improvements. Transportation enhancement activities may also be funded through STIP but must have a direct relationship to the surface transportation system by function, proximity, or impact.

STIP Eligible Projects and Activities

The intent of the STIP is to provide revenue for local agencies to deliver capital transportation projects. Routine maintenance, such as spot application projects (pothole repairs - other than removal and replacement of localized failures in areas to be resurfaced, cleaning drainage ditches and culverts, etc.), is not eligible. Each local road rehabilitation project proposed for funding from the STIP is subject to verification at the time of allocation that the project meets the standard for rehabilitation and does not include ineligible maintenance costs.

Implementation and Oversight Requirements

STIP funded projects must comply with all of the requirements included in Chapter 23 of Local Assistance Program Guidelines Manual (<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g23.pdf>) and also follow and be aware of the below requirements:

1. Applicants must work with EDCTC and Caltrans District Local Assistance to prepare an Allocation Request for obligation of the funds to be approved at a California Transportation Commission meeting. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

Local Match Requirements:

No match is required for STIP funding.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) EXCHANGE

STBGP was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The State of California allows smaller counties to exchange their apportionment of federal STBGP funds for State Highway Account funds. The program was changed from Regional Surface Transportation Program (RSTP) to the Surface Transportation Block Grant Program (STBGP) with the FAST Act approved in December 2015.

Distribution of STBGP Exchange Funding

The El Dorado County Transportation Commission (EDCTC) distributes the STBGP Exchange funds to local agencies as part of its responsibilities as a Regional Transportation Planning Agency. On February 3, 2011, EDCTC adopted a formula distribution policy for the annual apportionment of STBGP Exchange funds. Once EDCTC receives the STBGP Exchange Funding Agreement from Caltrans near the end of the fiscal year, the funding is allocated based on the formula distribution policy. Annual agreements between EDCTC and the STBGP Recipients will be executed before payment of the annual allocation.

Procedures for STBGP Exchange Funding

The following administrative requirements are implemented to ensure: 1) EDCTC's adequate contact management and oversight of the program funds and 2) agencies receiving the STBGP Exchange funds comply with the STBGP Exchange fund requirements, conditions, and specifications.

1. Exchange Agreement EDCTC is required to sign an annual Exchange Agreement with the State which requires EDCTC and project sponsors to comply with the requirements, conditions and specifications included in the agreement. Each year, EDCTC will enter into an agreement with the STBGP Recipients prior to the payment of funds.

2. Project List-Exhibit A The agreement will include a project list, titled “Exhibit A”, with the project name and cost estimate for the projects that will be using the current year’s STBGP Exchange funds.
3. Status Report STBGP Recipients are required to submit a status report to EDCTC by April 30th of each year. The status report will include the STBGP projects and a status of the funding by project. The following year’s payment of STBGP Exchange funds will be withheld if the report is not submitted.

Each year, the payment will be made to each agency once the fully executed agreement, Exhibit A, and a status report for the prior year have been submitted to EDCTC.

STBGP Eligibility Overview

STBGP funding is eligible for a wide variety of transportation projects. In general projects must meet the criteria in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) and Article XIX of the State Constitution. Projects eligible for funding from the STBGP include:

1. Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on
 - a. Federal-aid highways (i.e., on any highways, including NHS and Interstate Highways that are not functionally classified as local or rural minor collectors).
 - b. Bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate on bridges and approaches and other elevated structures.
2. Mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under STBGP.
3. Capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly owned intracity or intercity bus terminals and facilities.
4. Carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways on any public roads in accordance with Section 217 of Title 23, U.S.C.
5. Highway and transit safety improvements and programs, hazard elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings. Safety improvements are eligible on public roads of all functional classifications.
6. Highway and transit research and development and technology transfer programs.
7. Capital and operating costs for traffic monitoring, management and control facilities and programs.
8. Surface transportation planning programs
9. Transportation enhancement activities.
10. Transportation control measures listed in Section 108 (f)(1)(A) (other than clauses xii & xvi) of the Clean Air Act.
11. Development and establishment of management systems under Section 303 of Title 23, U.S.C.
12. Wetlands mitigation efforts related to STBGP projects.

Implementation and Oversight Requirements

STBGP Exchange funded projects must also follow and be aware of the below requirements:

1. Applicants must use the funds for the project listed in Exhibit A of the Recipient Agreement. Modifications to Exhibit A must be approved by the City Council or Board of Supervisors and the EDCTC Board.
2. Applicants must follow the Caltrans STBGP Guidance process: <https://dot.ca.gov/-/media/dot->

[media/programs/local-assistance/documents/lapg/q18.pdf](#)

3. To ensure timely use of funds, EDCTC shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the EDCTC Region.

Local Match Requirements:

No match is required for STBGP Exchange funding.

TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDING

The Transportation Development Act of 1971 (TDA), also known as SB 325, is administered by the California Department of Transportation (Caltrans) through the county's designated Regional Transportation Planning Agency (RTPA). The El Dorado County Transportation Commission (EDCTC) is the RTPA for the West Slope of El Dorado County. The Act provides two major sources for funding public transportation in California. The first, the county Local Transportation Fund (LTF), was established in 1972, while the second, State Transit Assistance (STA) fund was implemented in 1980. The intent of the legislation is to provide a stable source of funding to meet the area's transit needs.

TDA funding is administered under a separate standalone set of guidelines titled Transportation Development Act Guidelines dated April 5, 2018. This guidance is available on the EDCTC website here: <https://www.edctc.org/aboutedctc>.

INFORMATION ITEM**STAFF REPORT**

DATE: MAY 5, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: INFRASTRUCUTRE INVESTMENT AND JOBS ACT

REQUESTED ACTION

None. This item is for information only.

BACKGROUND

On November 15, 2021, President Biden signed the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) augmenting existing and creating new transportation funding opportunities. The IIJA presents a once in a generation investment in infrastructure, the greatest since the New Deal in the early 1930's. The IIJA provides funding over a five-year period with a focus on investments which address climate change, maintain the existing transportation system, and invest in historically underserved communities.

DISCUSSION

As the Regional Transportation Planning Agency for the western slope, the El Dorado County Transportation Commission (EDCTC) is responsible for administering federal transportation funding to those agencies responsible for project delivery. Therefore, EDCTC staff has been engaged in sub-working groups for each of the funding programs within IIJA. Funding within IIJA include both formulaic and competitive programs which support transportation infrastructure investments. EDCTC's Federal Advocacy consultant, David Turch and Associates, is also working with EDCTC staff to understand any and all opportunities to secure IIJA funding for local agency transportation needs. Rachel Jones, of David Turch and Associates, will present an overview of the IIJA.

Approved for Agenda:



Woodrow Deloria
Executive Director