

California

Rural Counties Task Force



ruralcountiestaskforce.org

Alex Padilla, Vice Chair
Tuolumne County Transportation Council
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Woodrow Deloria, Chair
El Dorado County Transportation Commission
530.642.5260

Amber Collins, Secretary
Calaveras Council of Governments
209.754.2094

March 19, 2020

Paul Van Konynenburg, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Trade Corridor Enhancement Plan

Dear Chair Van Konynenburg:

In place of the typical report out by the Rural Counties Task Force (RCTF) during your Commission meetings, I am writing on behalf of the Rural Counties Task Force (RCTF) to express our gratitude for the extensive outreach and overwhelming effort of the CTC staff. The RCTF has been engaged with the CTC SB 1 program staff on the development of Trade Corridor Enhancement Program (TCEP) guidelines. CTC staff worked closely with RCTF members early and often, both directly and within the program workshops and technical working groups.

Hannah Walter and the TCEP team engaged rural agencies to ensure their concerns were heard and considered. RCTF members support the broadening of counties for which corridors are eligible, many of which are RCTF member counties.

For these reasons RCTF members support the approval of the TCEP Guidelines as presented to your Commission on March 25, 2020.

Sincerely,

Woodrow Deloria, Executive Director
El Dorado County Transportation Commission
Chair, Rural Counties Task Force

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RE: Local Partnership Program

Dear Chair Van Konynenburg:

In place of the typical report out by the Rural Counties Task Force (RCTF) during your Commission meetings, I am writing on behalf of the Rural Counties Task Force (RCTF) to express our gratitude for the extensive outreach and overwhelming effort of the CTC staff. The RCTF has been engaged with the CTC SB 1 program staff on the development of Local Partnership Program (LPP) guidelines. CTC staff worked closely with RCTF members early and often, both directly and within the program workshops and technical working groups.

Christine Gordon and the LPP team went above and beyond to ensure rural agencies were heard and their issues and opportunities were considered. RCTF members are very supportive of the addition of system preservation performance to the LPP performance analytics and metrics to help capture bridge and pavement rehab project benefits that are so prevalent in rural regions. Furthermore, many small rural agencies are grateful for the increased minimum amount of LPP from \$100,000 to \$200,000. This increase will allow for more significant improvements to be made in an environment where project delivery costs are ever increasing.

RCTF members are grateful for all revenue available through SB 1. However, the competitive LPP is one of the primary SB 1 programs that rural agencies are hoping to capture to invest in the rural system statewide. For these reasons RCTF members support the approval of the LPP Guidelines as presented to your Commission on March 25, 2020.

Sincerely,

Woodrow Deloria, Executive Director
El Dorado County Transportation Commission
Chair, Rural Counties Task Force

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California Transportation Commission
1120 N Street, MS-52
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RE: Active Transportation Guidelines

Dear Chair Van Konynenburg:

In place of the typical report out by the Rural Counties Task Force (RCTF) during your Commission meetings, I am writing on behalf of the Rural Counties Task Force (RCTF) to express our gratitude for the extensive outreach and overwhelming effort of the CTC staff. The RCTF has been engaged with the CTC SB 1 program staff, most recently the ATP, on the development of program guidelines. CTC staff worked closely with RCTF members early and often, both directly and within the program workshops, working groups, and branch workshops.

The recent ATP branch workshops facilitated by Laurie Waters and the ATP team were very helpful to our rural partners to help them better understand the parameters of the program and improve future rural ATP applications. Furthermore, the rural site visits during branch workshops allowed the CTC staff to see rural ATP needs and challenges firsthand. Rural agencies strongly support the flexibility and broadening of ATP project scoring metrics, recently included within the ATP guidance and scoring rubrics. More specifically, rural agencies appreciate the consideration of safety metrics to be used to rank and illustrate the need for a rural ATP project in the recent 2021 scoring rubric.

For these reasons RCTF members support the approval of the ATP Guidelines as presented to your Commission on March 25, 2020.

Sincerely,

Woodrow Deloria, Executive Director
El Dorado County Transportation Commission
Chair, Rural Counties Task Force