



COMMISSIONERS

Council Members Representing the City of Placerville
Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing the County of El Dorado
Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

Contact the EDCTC: 2828 Easy Street, Placerville, CA, 530.642.5260 www.edctc.org

AGENDA

Regular Meeting

Thursday, September 3, 2020, 2:00 PM

(or immediately following the Transit meeting, if after 2:00)

IMPORTANT NOTICE:

Those that would like to observe or listen to the meeting may access it either on a computer or by phone. If you are using a computer or mobile device with video, you can make a comment by using the “raise your hand” option. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. The Secretary to the Commission will call you by the last three digits of your phone number when it is your turn to speak. Note that your comments must pertain to the subject at hand and are limited to no more than three minutes.

If you would like to remain anonymous and not have your name or phone number posted in this public forum, you may use the “more” button to rename yourself.

By participating in this meeting, you acknowledge that you are being recorded.

If you choose not to observe or listen to the meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 4:00 p.m. Monday, August 31st to the Secretary to the Commission dkeffer@edctc.org. Your comment will be placed into the record and forwarded to the Commissioners. They may or may not be read at the meeting on your behalf.

The meeting will begin 15 minutes early. If you need assistance before 2:00, please call the Secretary to the Commission 642.5260.

[This is your Meeting Link](#)

Webinar ID: 828 7300 6689

Passcode: 933749

Phone: 1-669-900-6833

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

ADOPTION OF AGENDA AND CONSENT CALENDAR

Commissioners or staff may request that an item be removed from the Consent Calendar for discussion. Items requested to be removed from the Consent Calendar shall be removed if approved by the Commission. The Commission will make any necessary additions, deletions, or corrections to the agenda, and determine matters to be added to, or removed from, the Consent Calendar.

CONSENT CALENDAR

- 1. MINUTES FOR THE AUGUST 6, 2020 COMMISSION MEETING (RICE)**
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the August 6, 2020 Commission meeting.
- 2. JULY 2020 CHECK REGISTER (THOMPSON)**
REQUESTED ACTION: Receive and file the July 2020 Check Register.
- 3. TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2020/2021 REVISED APPORTIONMENT AND ALLOCATION FOR LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS, AND STATE OF GOOD REPAIR FUNDS (THOMPSON)**
REQUESTED ACTION Adopt Resolution 20/21.11 approving the Transportation Development Act Fiscal Year 2020/2021 Revised Apportionment and Allocation for Local Transportation Funds, State Transit Assistance Funds, and State of Good Repair Funds.
- 4. EL DORADO COUNTY TRANSIT AUTHORITY'S FISCAL YEAR 2020/2021 REVISED TRANSPORTATION DEVELOPMENT ACT CLAIM (THOMPSON)**
REQUESTED ACTION: Adopt Resolution 20/21.12 approving the El Dorado County Transit Authority's Fiscal Year 2020/2021 Revised Transportation Development Act Claim in the amount of \$5,220,368.16.
- 5. THIRD AMENDMENT TO THE EL DORADO COUNTY REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE RECIPIENT AGREEMENT FOR FISCAL YEAR 2013/14 AND 2014/15 AND FIRST AMENDMENT TO THE EL DORADO COUNTY REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE RECIPIENT AGREEMENTS FOR FISCAL YEAR 2015/16, 2016/17, AND 2017/18 (THOMPSON)**
REQUESTED ACTION:
 1. Authorize the Executive Director to sign the Third Amendment to the Agreement between the El Dorado County Transportation Commission and El Dorado County for FY 2013/14 and FY 2014/15 Regional Surface Transportation Program (RSTP) Funds
 2. Authorize the Executive Director to sign the First Amendment to the Agreement between the El Dorado County Transportation Commission and El Dorado County for FY 2015/16 RSTP Funds
 3. Authorize the Executive Director to sign the First Amendment to the Agreement between the El Dorado County Transportation Commission and El Dorado County for FY 2016/17 RSTP/ Surface Transportation Block Grant Program (STBGP) Funds
 4. Authorize the Executive Director to sign the First Amendment to the Agreement between the El Dorado County Transportation Commission and El Dorado County for FY 2017/18 RSTP/STBGP Funds
- 6. SECTION 5311 CARES ACT PHASE 2 PROGRAM OF PROJECTS (BOLSTER)**
REQUESTED ACTION: Adopt Resolution 20/21.13 authorizing the programming of \$1,081,553 in Federal Transit Administration 5311 CARES Act Phase 2 funding for operating assistance for the El Dorado County Transit Authority.
- 7. SECTION 5311 CARES ACT PHASE 2 GRANT APPLICATION CERTIFICATIONS AND ASSURANCES (BOLSTER)**
REQUESTED ACTION:
Adopt Resolution 20/21.14 to:
 1. Authorize the El Dorado County Transit Authority (EDCTA) to submit a Federal Transit Administration (FTA) Section 5311 CARES Act Phase 2 grant application stating that:
The El Dorado County Transportation Commission does hereby authorize the EDCTA to execute all standard agreements or amendments necessary to obtain the aforementioned FTA Section 5311 CARES Act Phase 2 Operating Assistance grant in the amount of \$1,081,553 through Caltrans.
 2. Authorize the Executive Director to sign the regional agency Certifications and Assurances.

OPEN FORUM

At this time, any person may comment on any item that is not on the agenda that is within the jurisdiction of the Commission. Please voluntarily state your name for the record. Action will not be taken on any item that is not on the agenda. Items requiring action will be referred to staff and/or placed on the next meeting agenda. Your comments will be limited to no more than three minutes.

BUSINESS ITEMS

- 8.** EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2040 DRAFT FINANCIAL ELEMENT (DELORIA)
REQUESTED ACTION: Approve the El Dorado County Regional Transportation Plan, 2040 *DRAFT* Financial Element.

INFORMATION ITEMS

- 9.** 2020-2040 REGIONAL TRANSPORTATION PLAN DRAFT ENVIRONMENTAL IMPACT REPORT (BARTON)
REQUESTED ACTION: None. This item is for information only.
- 10.** SEPTEMBER 2020 PROJECT MONITORING REPORT (BARTON, BOLSTER, CLARK)
REQUESTED ACTION: None. This item is for information only

EXECUTIVE DIRECTOR'S REPORT**CALTRANS – COMMISSIONER COMMENTS****ADJOURNMENT**

NOTE: The next regular meeting is scheduled for 2:00 PM on October 1, 2020; an online meeting.

CONSENT CALENDAR

STAFF REPORT

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JONI RICE, EXECUTIVE ASSISTANT/SECRETARY TO THE COMMISSION
SUBJECT: MINUTES FOR THE AUGUST 6, 2020 COMMISSION MEETING

REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the August 6, 2020 Commission meeting.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment: August 6, 2020 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: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp
 Woodrow Deloria, Executive Director

ACTION MINUTES

Regular Meeting, Thursday, August 6, 2020, 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 Frentzen called the meeting to order at 2:00 PM and led the Pledge of Allegiance

ATTENDANCE: Chair Frentzen, Vice Chair Taylor, and Commissioners Borelli, Hidahl, Parlin, Thomas, and Caltrans Ex Officio Alex Fong. ABSENT: Commissioner Veerkamp

ADOPTION OF AGENDA AND CONSENT CALENDAR

ACTION: Commissioner Borelli made a motion to adopt the agenda and to approve or adopt items 1-5 on the Consent Calendar. The motion was seconded by Commissioner Thomas which unanimously carried as follows:

MOTION/SECOND: Borelli/Thomas

AYES: Borelli, Frentzen, Hidahl, Parlin, Taylor, Thomas

ABSTAIN: None

NOES: None

ABSENT: Veerkamp

CONSENT CALENDAR

1. MINUTES FOR THE JUNE 4, 2020 COMMISSION MEETING
 REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the June 4, 2020 Commission meeting.
2. MAY-JUNE 2020 CHECK REGISTER
 REQUESTED ACTION: Receive and file the May-June 2020 Check Register.
3. CONFLICT OF INTEREST CODE BIENNIAL REVIEW
 REQUESTED ACTION: Review and approve the EDCTC Conflict of Interest Code and direct the Executive Assistant to submit it to the Code Reviewing Body as per Government Code §87306.5.
4. FREEWAY SERVICE PATROL FUNDING AGREEMENT
 REQUESTED ACTION: Adopt Resolution 20/21.01 approving an agreement between the El Dorado County Transportation Commission and the Sacramento Transportation Authority for EDCTC to

reimburse STA for Freeway Service Patrol administrative services in the amounts listed in the resolution.

5. AMEND EDCTC PERSONNEL POLICIES AND PROCEDURES MANUAL
REQUESTED ACTION: Approve amendments to the EDCTC Personnel Policies and Procedures.

OPEN FORUM

There were no public comments.

BUSINESS ITEMS

6. FISCAL YEAR 2020/2021 OVERALL WORK PROGRAM, BUDGET, AND GOALS AND OBJECTIVES AMENDMENT 1
REQUESTED ACTION: Adopt Resolution 20/21.02 approving the Fiscal Year 2020/2021 Overall Work Program, Budget, and Goals and Objectives, Amendment #1.

ACTION: Commissioner Borelli made a motion to adopt Resolution 20/21.02 as requested. The motion was seconded by Commissioner Thomas which carried as follows:

MOTION/SECOND: Borelli/Thomas
AYES: Borelli, Frentzen, Hidahl, Parlin, Taylor, Thomas
ABSTAIN: None
NOES: None
ABSENT: Veerkamp

7. SENATE BILL 1: STATE OF GOOD REPAIR FISCAL YEAR 2020/2021 FUNDING ALLOCATION PROJECT LIST
REQUESTED ACTION: Adopt Resolution 20/21.03 allocating Senate Bill 1 State of Good Repair 2020/2021 funds to the El Dorado County Transportation Commission.

ACTION: Commissioner Parlin made a motion to adopt Resolution 20/21.03 as requested. The motion was seconded by Commissioner Borelli which carried as follows:

MOTION/SECOND: Parlin/Borelli
AYES: Borelli, Frentzen, Hidahl, Parlin, Taylor, Thomas
ABSTAIN: None
NOES: None
ABSENT: Veerkamp

8. URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROGRAMMING
REQUESTED ACTION: Adopt Resolution 20/21.04 approving the programming of \$13,000 in Urban STBGP funds to the Silva Valley Parkway Bikeway – Harvard Way to Green Valley Road Drainage Improvements.

ACTION: Commissioner Thomas made a motion to adopt Resolution 20/21.04 as requested. The motion was seconded by Commissioner Borelli which carried as follows:

MOTION/SECOND: Thomas/Borelli
AYES: Borelli, Frentzen, Hidahl, Parlin, Taylor, Thomas
ABSTAIN: None
NOES: None
ABSENT: Veerkamp

9. MISSOURI FLAT OVERCROSSING CMAQ REPROGRAMMING AND TDA/LTF ARTICLE 3 PEDESTRIAN AND BICYCLE FUNDS PROGRAMMING

REQUESTED ACTION: Approve Resolution 20/21.05 and Resolution 20/21.06, reprogramming Congestion Mitigation and Air Quality (CMAQ) funding and programming Transportation Development Act (TDA) Local Transportation Fund (LTF) Article 3 Pedestrian and Bicycle Funding to the El Dorado County Department of Transportation's (DOT) Missouri Flat Road Bicycle and Pedestrian Overcrossing Project as follows:

1. Re-program \$400,000 in Congestion Mitigation and Air Quality (CMAQ) cost savings from the Missouri Flat Road to Oriental Road El Dorado Trail segment to the Missouri Flat Overcrossing Project
2. Program \$190,000 in Transportation Development Act (TDA) Local Transportation Fund (LTF) Article 3 Pedestrian and Bicycle Funding to the Missouri Flat Overcrossing Project

ACTION: Commissioner Thomas made a motion to adopt Resolution 20/21.05 and Resolution 20/21.06 as requested. The motion was seconded by Commissioner Parlin which carried as follows:

MOTION/SECOND: Thomas/Parlin

AYES: Borelli, Frentzen, Hidahl, Parlin, Taylor, Thomas

ABSTAIN: None

NOES: None

ABSENT: Veerkamp

10. PONDEROSA ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS CMAQ REPROGRAMMING AND TDA/LTF ARTICLE 3 PEDESTRIAN AND BICYCLE FUNDS PROGRAMMING

REQUESTED ACTION: Approve Resolution 20/21.07 and Resolution 20/21.08 reprogramming Congestion Mitigation and Air Quality (CMAQ) funding and programming Transportation Development Act (TDA) Local Transportation Fund (LTF) Article 3 Pedestrian and Bicycle Funding to the El Dorado County Department of Transportation's (DOT) Ponderosa Road Bicycle and Pedestrian Improvements Project as follows:

1. Re-program \$150,000 in Congestion Mitigation and Air Quality (CMAQ) cost savings from the Preliminary Engineering and Right-of-Way Phase to the Construction Phase
2. Program \$80,000 in Transportation Development Act (TDA) Local Transportation Fund (LTF) Article 3 Pedestrian and Bicycle Funding to the Ponderosa Road Bicycle and Pedestrian Improvements Project

ACTION: Commissioner Thomas made a motion to adopt Resolution 20/21.07 and Resolution 20/21.08 as requested. The motion was seconded by Commissioner Hidahl which carried as follows:

MOTION/SECOND: Thomas/Hidahl

AYES: Borelli, Frentzen, Hidahl, Parlin, Taylor, Thomas

ABSTAIN: None

NOES: None

ABSENT: Veerkamp

11. PONY EXPRESS TRAIL BICYCLE AND PEDESTRIAN IMPROVEMENTS PROJECT CMAQ REPROGRAMMING AND TDA/LTF ARTICLE 3 PEDESTRIAN AND BICYCLE FUNDS REPROGRAMMING

REQUESTED ACTION: Approve Resolution 20/21.09, and Resolution 20/21.10, reprogramming Congestion Mitigation and Air Quality (CMAQ) funding and programming Transportation Development Act (TDA) Local Transportation Fund (LTF) Article 3 Pedestrian and Bicycle Funding to the El Dorado County Department of Transportation's (DOT) Pony Express Trail Bicycle and Pedestrian Improvements Project as follows:

1. Re-program \$100,000 in Congestion Mitigation and Air Quality (CMAQ) cost savings from the Preliminary Engineering and Right-of-Way Phases to the Construction Phase

2. Program \$80,000 in Transportation Development Act (TDA) Local Transportation Fund (LTF) Article 3 Pedestrian and Bicycle Funding to the Pony Express Trail Bicycle and Pedestrian Improvements Project

ACTION: Commissioner Parlin made a motion to adopt Resolution 20/21.09 and Resolution 20/21.10 as requested. The motion was seconded by Commissioner Thomas which carried as follows:

MOTION/SECOND: Parlin/Thomas
AYES: Borelli, Frentzen, Hidahl, Parlin, Taylor, Thomas
ABSTAIN: None
NOES: None
ABSENT: Veerkamp

12. DRAFT ACTION ELEMENT: 2020-2040 REGIONAL TRANSPORTATION PLAN
REQUESTED ACTION: Approve the El Dorado County Regional Transportation Plan 2020-2040 *DRAFT* Action Element, which includes: Chapter 6, Integrated Land Use, Air Quality, and Transportation Planning; Chapter 7, Sustainability; Chapter 8, Highways Streets and Interregional Roadways; Chapter 9, Transit; Chapter 10; Aviation; Chapter 11; Active Transportation; Chapter 12, Transportation Systems Management.

ACTION: Commissioner Hidahl made a motion to approve the Draft Action Plan as requested. The motion was seconded by Commissioner Thomas which carried as follows:

MOTION/SECOND: Hidahl/Thomas
AYES: Borelli, Frentzen, Hidahl, Parlin, Thomas
ABSTAIN: None
NOES: None
ABSENT: Taylor, Veerkamp

EXECUTIVE DIRECTOR'S REPORT

CALTRANS – COMMISSIONER COMMENTS

ADJOURNMENT

The meeting was adjourned at 3:03 PM.

NOTE: The next regular meeting is scheduled for 2:00 PM on September 3, 2020 at either 330 Fairlane, Placerville or a web meeting; to be determined.

CONSENT CALENDAR

STAFF REPORT

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: JULY 2020 CHECK REGISTER

REQUESTED ACTION

Receive and file the July 2020 Check Register (*Attachment A*).

BACKGROUND AND DISCUSSION

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

- Fehr & Peers* \$14,069.35
Fehr & Peers \$4,671.03
 May-June professional services for the El Dorado County Travel Demand Model Update for compliance with Senate Bill 743, Work Element 202. This contract was approved at the November 7, 2019 EDCTC meeting.
- Fehr & Peers* \$3,973.35
 June professional services for the El Dorado Hills Business Park Community Transportation Plan, Work Element 261. This contract was approved at the April 4, 2019 EDCTC meeting.
- AIM Consulting, Inc* \$168.77
 May-June professional services for the US 50 Recreation Travel Hot Spot Transportation Management Study Placerville Public Engagement, Work Element 254. This contract was approved at the November 1, 2018 EDCTC meeting.
- Extreme Towing*..... \$11,507.27
 June professional services for the Freeway Service Patrol Program, Work Element 130. The contract with Extreme Towing was approved at the May 5, 2016 EDCTC meeting.
- Sacramento Transportation Authority (STA)* \$3,230.00
 FY 2019/20 shared costs for the Freeway Service Patrol Program, Work Element 130. The contract with STA was approved at the June 1, 2017 EDCTC meeting.
- David Turch & Associates*..... \$16,251.00
 April-June Federal advocacy services, Work Element 410. This contract was approved at the April 2, 2020 EDCTC meeting.
- De Novo Planning Group*..... \$22,583.25
 April-June professional services for the Regional Transportation Plan Environmental Impact Report (EIR), Work Element 200. The contract with De Novo Planning Group was approved at the August 1, 2019 EDCTC meeting.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment A: July 2020 Check Register

**El Dorado County Transportation Commission
Check Register
July 2020**

<u>Date</u>	<u>Name</u>	<u>Payment</u>	<u>Memo</u>
07/13/2020	Fehr & Peers	14,069.35	* May 2020 EDC Travel Demand Model Update
07/13/2020	Buchalter	420.00	June 2020 Legal Services
07/13/2020	Carbon Copy	9.08	June 2020 Copy Machine Maintenance/Copies
07/13/2020	Cardmember Service - Visa JR	261.71	June 2020 Office Exp
07/13/2020	Cardmember Service - Visa KT	27.22	June 2020 Office Exp
07/13/2020	Century Building Maintenance	450.00	June 2020 Building Maintenance
07/13/2020	Mountain Democrat	175.20	Executive Assistant Job Announcement
07/13/2020	Rimrock Water Company	50.87	June 2020 Water
07/13/2020	Roberts & Company, Inc.	160.00	June 2020 Accounting Oversight
07/15/2020	CalPERS Retirement System	3,485.49	July 2020 Contribution #1
07/20/2020	Fehr & Peers	3,973.35	* June 2020 EDC Business Park Transp Plan
07/20/2020	Sacramento Transportation Authority	3,230.00	* FY 2019/20 Freeway Service Patrol Shared Costs
07/20/2020	Cal.net	64.92	August 2020 Internet Service Provider
07/20/2020	David Turch and Associates	16,251.00	* April-June Federal Advocacy
07/20/2020	De Novo Planning Group	22,583.25	* April-June El Dorado County RTP EIR
07/20/2020	Extreme Towing	11,507.27	* June 2020 Freeway Service Patrol
07/20/2020	RTS IT, Inc.	552.50	August 2020 ITCare Silver Service Plan
07/20/2020	CalPERS Retirement System	35,175.00	CalPERS Unfunded Liability Prepayment for FY 2020/21
07/20/2020	De Lage Landen Financial Services	203.78	June 2020 Copy Machine Lease Payment
07/20/2020	PG&E	580.92	June 2020 Utilities
07/21/2020	Umpqua Bank	63.09	June Analyzed Checking Fee
07/27/2020	Fehr & Peers	4,671.03	* June 2020 EDC Travel Demand Model Update incl Retention
07/27/2020	AIM Consulting, Inc.	168.77	* Hot Spot Study Placerville Public Engagement
07/27/2020	Steele Building Offices	4,517.00	August 2020 Office Rent
07/27/2020	National Access LD	32.53	July 2020 Long Distance
07/27/2020	QuickBooks Payroll Service	8.00	June 2020 Payroll Fee
07/29/2020	CalPERS Retirement System	3,485.49	July 2020 Contribution #2
	Total	126,176.82	

CONSENT CALENDAR**STAFF REPORT**

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2020/2021 REVISED APPORTIONMENT AND ALLOCATION FOR LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS, AND STATE OF GOOD REPAIR FUNDS

REQUESTED ACTION

Adopt Resolution 20/21.11 approving the Transportation Development Act Fiscal Year (FY) 2020/2021 Revised 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 estimates for the TDA funding have been revised due to COVID-19 estimated reductions in sales tax. The attached Revised Findings of Apportionment summarizes the estimates for FY 2020/2021.

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 2020/2021, the County Auditor revised the estimate of EDCTC's share of LTF revenues for apportionment to be \$4,763,001.

Administration, Planning, Programming

The County Auditor has estimated \$10,000 for administration from the FY 2020/2021 LTF revenue total. This amount is reimbursed to the County Auditor and is not included in EDCTC's Overall Work Program.

The EDCTC FY 2020/2021 Overall Work Program and Budget includes administration, planning, programming and the annual payment to SACOG for a total of \$416,886.82. EDCTC LTF funds are used for TDA and Transit administration. It is also 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 revised SACOG allocation equals \$86,886.82 for FY 2020/2021.

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 revised 2020/2021 allocation is \$88,660.02.

Public Transportation – Transit (Article 4)

The El Dorado County Transit Authority's revised claim for FY 2020/2021 LTF funds will be \$4,257,454.16 for operating expenses. A 3% contingency of the Article 4 funds up to a maximum of \$500,000.00 is retained in the LTF fund's unreserved fund balance for transit's future needs. The transit contingency balance is currently at the maximum amount of \$500,000.00.

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 revised estimated FY 2020/2021 STA funds available for the El Dorado County Transit Authority is \$962,914.00.

State of Good Repair (SGR)

The estimated FY 2020/2021 SGR funds available for the El Dorado County Transit Authority is \$273,902.00. 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 20/21.11
B) Revised Allocation and Apportionment for Fiscal Year 2020/21 – LTF
C) Revised Allocation and Apportionment for Fiscal Year 2020/21 – STA
D) Revised Allocation and Apportionment for Fiscal Year 2020/21 – SGR



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

Supervisors Representing El Dorado County: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

RESOLUTION 20/21.11

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING THE TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2020/2021 REVISED 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, on January 29, 2020 the County Auditor issued a report of estimated revenues for LTF for Fiscal Year (FY) 2020/2021 and on January 31, 2020 the State Controller's Office issued a report of estimated revenues for STA and SGR Funds; and

WHEREAS, on July 14, 2020 the County Auditor issued a revised report of estimated revenues for LTF for FY 2020/2021 due to COVID-19 and on August 1, 2020 the State Controller's Office issued a report of revised 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 2020/2021 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 \$416,886.82, 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 \$88,660.02, per Sections 99233.3 and 99234.
4. Retain contingency in the amount of \$500,000.00 in the Local Transportation Fund for future transit needs. The previous contingency balance was \$500,000.00 and the maximum amount is \$500,000.00.
5. To the El Dorado County Transit Authority for Article 4 purposes, the total amount available of \$4,257,454.16, 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 \$962,914.00 plus interest, for capital improvements, per Section 99314.6. This allocation is to be paid out as FY 2020/2021 revenues are received and available for payment by the County Auditor.
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 \$273,902.00 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 September 3, 2020 by the following vote:

Vote Pending

Attest:

Kara Taylor, Vice Chairperson

Joni G. Rice, Secretary to the Commission

**TRANSPORTATION DEVELOPMENT ACT (TDA)
LOCAL TRANSPORTATION FUND (LTF)
FINDINGS OF APPORTIONMENT**

FY 2020/21 REVISED APPORTIONMENT AND ALLOCATION DUE TO COVID-19

REVISED FY 2020/21 LTF AVAILABLE FOR ALLOCATION BASED ON NEW ESTIMATE FROM EDC AUDITOR 7/14/2020

Revised Estimated 2020/21 LTF Receipts per El Dorado County Auditor dated July 14, 2020	\$ 4,773,001.00
Less: County Auditor Fees (PUC Section 99233.1)	\$ (10,000.00)

Total EDCTC Area Share **\$ 4,763,001.00**

Total FY 2020/21 balance for apportionment \$ 4,763,001.00

FY 2020/21 CLAIMANT ALLOCATIONS

TDA Administration (PUC Section 99233.1)

EDCTC TDA Administration	<u>\$ 187,109.97</u>	
TDA Administration subtotal		\$ 187,109.97

Planning / Programming (PUC Section 99233.2)

EDCTC Planning and Programming (up to 3% of Revenue)	\$ 142,890.03	
EDCTC Contribution to SACOG Federal Planning and Programming	<u>\$ 86,886.82</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		\$ 229,776.85

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

Bicycle and Pedestrian Facilities	<u>\$ 88,660.02</u>	
<small>(Note: up to 2% of remaining funds after Administration and Planning/Programming)</small>		
Pedestrian / Bicycle Facilities subtotal		\$ 88,660.02

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

EDCTA - Continuation of Existing Service	\$ 4,257,454.16	
EDCTA - Contingency	\$ -	
EDCTA - Excess Carryover	\$ -	
Transit subtotal		<u>\$ 4,257,454.16</u>

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

City of Placerville: 10,917 = 6.85% of total County population	\$ -	
El Dorado County Unincorporated: 148,398 = 93.15% of total County population	<u>\$ -</u>	
Other Transportation subtotal		<u>\$ -</u>

Total FY 2020/21 claimant allocations \$ 4,763,001.00

Total EDCTA Contingency \$ -

Total Apportionment \$ 4,763,001.00

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

TRANSPORTATION DEVELOPMENT ACT (TDA)
STATE TRANSIT ASSISTANCE (STA)
FINDINGS OF APPORTIONMENT

FY 2020/21 REVISED APPORTIONMENT AND ALLOCATION

FY 2020/21 REVISED ESTIMATED STA AVAILABLE FOR ALLOCATION

Revised Estimated 2020/21 STA Receipts per State Controller's Office * \$ 962,914.00

Total FY 2020/21 balance for apportionment \$ 962,914.00

El Dorado County Transit Authority (PUC 99313 and 99314)

EDCTA - Continuation of Existing Service

\$ 962,914.00

Public Transportation subtotal \$ 962,914.00

Subtotal FY 2020/21 claimant allocations \$ 962,914.00

Total FY 2020/21 claimant allocations \$ 962,914.00

* 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 2020/21 REVISED APPORTIONMENT AND ALLOCATION

FY 2020/21 REVISED ESTIMATED SGR AVAILABLE FOR ALLOCATION

Revised Estimated 2020/21 SGR Receipts per State Controller's Office \$ 273,902.00

Total FY 2020/21 balance for apportionment \$ 273,902.00

El Dorado County Transit Authority (PUC 99313 and 99314)

EDCTA for eligible project Fleet Repair & Rehabilitation approved at 8/6/20 EDCTC meeting \$ 273,902.00

Public Transportation subtotal \$ 273,902.00

Subtotal FY 2020/21 claimant allocations \$ 273,902.00

Total FY 2020/21 claimant allocations \$ 273,902.00

CONSENT CALENDAR**STAFF REPORT**

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: EL DORADO COUNTY TRANSIT AUTHORITY'S FISCAL YEAR 2020/2021
REVISED TRANSPORTATION DEVELOPMENT ACT CLAIM

REQUESTED ACTION

Adopt Resolution 20/21.12 (*Attachment A*) approving the El Dorado County Transit Authority's (EDCTA) Fiscal Year (FY) 2020/2021 Revised Transportation Development Act Claim (*Attachment B*) in the amount of \$5,220,368.16.

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

The FY 2020/2021 TDA LTF and STA sales tax estimates have been reduced due to COVID-19. EDCTA submitted a revised TDA claim for FY 2020/2021 requesting \$4,257,454.16 in LTF and \$962,914.00 in STA. EDCTA's total claim in the amount of \$5,220,368.16 is consistent with the FY 2020/2021 Revised Apportionment and Allocation for LTF and STA. The TDA claim will be presented for approval by the El Dorado County Transit Authority Board of Directors at the September 3, 2020 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 revised estimated FY 2020/2021 SGR funds are \$273,902.00 and 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 20/21.12
B) El Dorado County Transit Authority Revised TDA Claim for FY 2020/2021



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: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

RESOLUTION 20/21.12

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION
APPROVING THE EL DORADO COUNTY TRANSIT AUTHORITY'S FISCAL YEAR 2020/2021
REVISED 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 revised Transportation Development Act claim based on the Fiscal Year 2020/2021 Revised 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 \$4,257,454.16 in LTF and \$962,914.00 in STA for a total claim in the amount of \$5,220,368.16.

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 September 3, 2020 by the following vote:

Vote pending

Attest:

Kara Taylor, Vice Chairperson

Joni G. Rice, 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	\$4,257,454.16	2020/21
STA	\$ 962,914.00	2020/21

Submitted by: Matthew C. Mauk

Title: Executive Director

Date: September 3, 2020

EDCTC Date of Approval: _____

EDCTC Resolution #: _____

CONSENT CALENDAR**STAFF REPORT**

DATE: SEPTEMBER 3, 2020

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER

SUBJECT: THIRD AMENDMENT TO THE EL DORADO COUNTY REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE RECIPIENT AGREEMENT FOR FISCAL YEAR (FY) 2013/14 AND 2014/15 AND FIRST AMENDMENT TO THE EL DORADO COUNTY REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE RECIPIENT AGREEMENTS FOR FY 2015/16, 2016/17, AND 2017/18

REQUESTED ACTIONS

1. Authorize the Executive Director to sign the Third Amendment to the Agreement between the El Dorado County Transportation Commission and El Dorado County for FY 2013/14 and FY 2014/15 Regional Surface Transportation Program (RSTP) Funds (*Attachment A*)
2. Authorize the Executive Director to sign the First Amendment to the Agreement between the El Dorado County Transportation Commission and El Dorado County for FY 2015/16 RSTP Funds (*Attachment B*)
3. Authorize the Executive Director to sign the First Amendment to the Agreement between the El Dorado County Transportation Commission and El Dorado County for FY 2016/17 RSTP/ Surface Transportation Block Grant Program (STBGP) Funds (*Attachment C*)
4. Authorize the Executive Director to sign the First Amendment to the Agreement between the El Dorado County Transportation Commission and El Dorado County for FY 2017/18 RSTP/STBGP Funds (*Attachment D*)

BACKGROUND

The Regional Surface Transportation Program 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 RSTP funds for State Highway Account funds. The Fixing America's Surface Transportation Act (FAST ACT) changed the name of the RSTP funding to STBGP.

DISCUSSION

The El Dorado County Transportation Commission (EDCTC) distributes the RSTP/STBGP funds to the City of Placerville and El Dorado County as part of its responsibilities as the Regional Transportation Planning Agency (RTPA) for the Western Slope of El Dorado County. EDCTC executes an agreement between EDCTC and the RSTP/STBGP recipients to provide contract management and oversight of the funds. This agreement includes Exhibit A programming the funds to projects and the agreement allows for changes to the distribution of project funding with an amendment to Exhibit A.

El Dorado County Board of Supervisors approved the Third Amendment to the FY 2013/14 and FY 2014/15 Agreement and the First Amendment to the FY 2015/16, FY 2016/17 and FY 2017/18 Agreements on July 21, 2020. These Amendments move remaining funding to the Diamond Springs Parkway Phase 1A project in order to maximize the use of the funds prior to the expiration date.

Approved for Agenda

Woodrow Deloria, Executive Director

Attachments: A) Third Amendment to the FY 2013/14 and FY 2014/15 Agreement
B) First Amendment to the FY 2015/16 Agreement
C) First Amendment to the FY 2016/17 Agreement
D) First Amendment to the FY 2017/18 Agreement
E) STBGP Summary-County

Previous RSTP/STBGP Recipient Agreements and Amendments available at
<https://www.edctc.org/current-agenda>

THIRD AMENDMENT TO AGREEMENT BETWEEN THE EL DORADO COUNTY TRANSPORTATION COMMISSION AND EL DORADO COUNTY FOR FY 2014/15 REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE FUNDS

THIS THIRD AMENDMENT to that Agreement for FY 2014/15 Regional Surface Transportation Program Exchange Funds made and entered into by and between the County of El Dorado, a political subdivision of the State of California (hereinafter referred to as "RSTP Exchange Recipient"), and El Dorado County Transportation Commission (hereinafter referred to as "EDCTC");

RECITALS

WHEREAS, EDCTC has entered into agreements with the State of California, Department of Transportation, to assign a defined portion of its annual RSTP apportionment to Caltrans in exchange for nonfederal State Highway Account funds and EDCTC is authorized to use these exchanged funds to assist local agencies to promote projects;

WHEREAS, EDCTC will distribute RSTP funds in accordance with the Agreement Between the El Dorado County Transportation Commission and El Dorado County for FY 2014/15 Regional Surface Transportation Program Exchange Funds, dated November 17, 2015 (herein after referred to as "Agreement");

WHEREAS, Section 2 of the Agreement allows for an amended project list described in Exhibit A, Exhibit A-1 (06/28/16), and Exhibit A-2 (05/21/19);

WHEREAS, the parties hereto desire to amend the Agreement to replace Exhibit A-1 (06/28/16), and Exhibit A-2 (05/21/19);

WHEREAS, the parties also desire to amend the Agreement to reflect changes in federal law;

NOW, THEREFORE, in consideration of the foregoing and the mutual promises and covenants hereinafter contained, RSTP Exchange Recipient and EDCTC mutually agree to amend the terms of the Agreement in this Third Amendment to Agreement as follows:

- I. Exhibit A-2 (05/21/19), is replaced in its entirety with Exhibit A-3 (07/21/20), attached hereto and incorporated herein by reference. All references to Exhibit A, Exhibit A-1 (06/28/16), and Exhibit A-2 (05/21/19, throughout the Agreement are substituted with Exhibit A-3 (07/21/20).
- II. Paragraph 8. COST PRINCIPLES is replaced in its entirety to read:
 8. COST PRINCIPLES
 - A. EDCTC and STBGP Exchange Recipient agree to comply with Office of Management and Budget Uniform Administrative Requirements, Cost Principles,

- and Audit Requirements for Federal Awards, 2 CFR, Subtitle A, Chapter II, Part 200, and in particular subpart E, Cost Principles, and appendices V and VII.
- B. STBGP Exchange Recipients will be obligated to agree that: (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine whether individual project cost items are allowable; and (B) STBGP Exchange Recipients shall comply with Federal Administrative Procedures in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Every subrecipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CPR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- C. Any Fund expenditures for costs that a STBGP Exchange Recipient has received payment or credit that are determined by a subsequent audit to be unallowable under Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR Part 200 are subject to repayment to EDCTC and Caltrans. The implementation of 2 CFR, Subtitle A, Chapter II, Part 200 will cancel 2 CFR Subtitle B, Chapter XII, Part 1201.

This amendment to the Agreement applies to funds that were transferred to the County, but not have been spent, before the effective date of this amendment.

Except as herein amended, all other parts and sections of the Agreement shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Third Amendment to the Agreement on the dates indicated below.

-- COUNTY OF EL DORADO --

By: Brian Veerkamp
Brian Veerkamp, Chair
Board of Supervisors
RSTP/STBGP Exchange Recipient:

8/4/2020
Date BOS 7/21/2020

Attest:
Kim Dawson
Clerk of the Board of Supervisors

By: Jantha Suite
Deputy Clerk

8/4/2020
Date

-- EL DORADO COUNTY TRANSPORTATION COMMISSION --

Woodrow Deloria
Executive Director

Dated:

EXHIBIT A-3 (07/21/20)

FY 2014/15

El Dorado County Transportation Commission
 Regional Surface Transportation Program - Exchange
 Funds EDCTC Agreement # X15-6157 (054)
 Allocation Approved to El Dorado County on November 5, 2015: \$423,119.00

Agency	Commission Approval Date	Fund Expiration Date	Project	Cost Estimate RSTP Share
El Dorado County	12/3/2015	12/3/2020	Newtown Rd/So Fork Weber Creek Bridge Replacement - 77122	\$106,773.29
El Dorado County	12/3/2015	12/3/2020	Diamond Springs Parkway Phase 1A - 72375	\$311,706.92
El Dorado County	12/3/2015	12/3/2020	Intersection Safety / Sight Triangle Improvement - 72197	\$ 4,638.79
Total				\$423,119.00

FIRST AMENDMENT TO AGREEMENT BETWEEN THE EL DORADO COUNTY TRANSPORTATION COMMISSION AND EL DORADO COUNTY FOR FY 2015/16 REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE FUNDS

THIS FIRST AMENDMENT to that Agreement for FY 2015/16 Regional Surface Transportation Program Exchange Funds made and entered into by and between the County of El Dorado, a political subdivision of the State of California (hereinafter referred to as "RSTP Exchange Recipient"), and El Dorado County Transportation Commission (hereinafter referred to as "EDCTC");

RECITALS

WHEREAS, EDCTC has entered into agreements with the State of California, Department of Transportation, to assign a defined portion of its annual RSTP apportionment to Caltrans in exchange for nonfederal State Highway Account funds and EDCTC is authorized to use these exchanged funds to assist local agencies to promote projects;

WHEREAS, EDCTC will distribute RSTP funds in accordance with the Agreement Between the El Dorado County Transportation Commission and El Dorado County for FY 2015/16 Regional Surface Transportation Program Exchange Funds, dated June 26, 2016 (herein after referred to as "Agreement");

WHEREAS, Section 2 of the Agreement allows for an amended project list described in Exhibit A;

WHEREAS, the parties hereto desire to amend the Agreement to replace Exhibit A (06/28/16) with Exhibit A-1 (07/21/20);

WHEREAS, the parties also desire to amend the Agreement to reflect changes in federal law;

NOW, THEREFORE, in consideration of the foregoing and the mutual promises and covenants hereinafter contained, RSTP Exchange Recipient and EDCTC mutually agree to amend the terms of the Agreement in this First Amendment to Agreement as follows:

- I. Exhibit A (06/28/16), is replaced in its entirety with Exhibit A-1 (07/21/20), attached hereto and incorporated herein by reference. All references to Exhibit A throughout the Agreement are substituted with Exhibit A-1 (07/21/20).
- II. Paragraph 8. COST PRINCIPLES is replaced in its entirety to read:
 - 8. COST PRINCIPLES
 - A. EDCTC and STBGP Exchange Recipient agree to comply with Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR, Subtitle A, Chapter II, Part

- 200, and in particular subpart E, Cost Principles, and appendices V and VII.
- B. STBGP Exchange Recipients will be obligated to agree that: (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine whether individual project cost items are allowable; and (B) STBGP Exchange Recipients shall comply with Federal Administrative Procedures in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Every subrecipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CPR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
 - C. Any Fund expenditures for costs that a STBGP Exchange Recipient has received payment or credit that are determined by a subsequent audit to be unallowable under Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR Part 200 are subject to repayment to EDCTC and Caltrans. The implementation of 2 CFR, Subtitle A, Chapter II, Part 200 will cancel 2 CFR Subtitle B, Chapter XII, Part 1201.

This amendment to the Agreement applies to funds that were transferred to the County, but not have been spent, before the effective date of this amendment.

Except as herein amended, all other parts and sections of the Agreement shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment to the Agreement on the dates indicated below.

-- COUNTY OF EL DORADO --

By: Brian Veerkamp
Brian Veerkamp, Chair
Board of Supervisors
RSTP/STBGP Exchange Recipient:

8/4/2020
Date BOS 7/21/2020

Attest:
Kim Dawson
Clerk of the Board of Supervisors

By: Kim Dawson
Deputy Clerk

8/4/2020
Date

-- EL DORADO COUNTY TRANSPORTATION COMMISSION --

Woodrow Deloria
Executive Director

Dated:

EXHIBIT A-1 (07/21/20)

FY 2015/16

El Dorado County Transportation Commission
 Regional Surface Transportation Program - Exchange Funds
 EDCTC Agreement # X16-6157 (058)
 Allocation Approved to El Dorado County on June 28, 2016: \$427,232.00

Agency	Commission Approval Date	Fund Expiration Date	Project	Cost Estimate RSTP Share
El Dorado County	08/04/2016	08/04/2021	Green Vly Rd/Mound Springs Bridge Repl - 77136	\$23,000.00
El Dorado County	08/04/2016	08/04/2021	Green Vly Rd/Indian Creek Bridge Repl - 77127	\$23,000.00
El Dorado County	08/04/2016	08/04/2021	US 50 Camino Area Safety Project – 71319	\$63,407.49
El Dorado County	08/04/2016	08/04/2021	Diamond Springs Parkway Phase 1A - 72375	\$317,824.51
Total				\$427,232.00

FIRST AMENDMENT TO AGREEMENT BETWEEN THE EL DORADO COUNTY TRANSPORTATION COMMISSION AND EL DORADO COUNTY FOR FY 2016/17 REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE FUNDS

THIS FIRST AMENDMENT to that Agreement for FY 2016/17 Regional Surface Transportation Program Exchange Funds made and entered into by and between the County of El Dorado, a political subdivision of the State of California (hereinafter referred to as "RSTP Exchange Recipient"), and El Dorado County Transportation Commission (hereinafter referred to as "EDCTC");

R E C I T A L S

WHEREAS, EDCTC has entered into agreements with the State of California, Department of Transportation, to assign a defined portion of its annual RSTP apportionment to Caltrans in exchange for nonfederal State Highway Account funds and EDCTC is authorized to use these exchanged funds to assist local agencies to promote projects;

WHEREAS, EDCTC will distribute RSTP funds in accordance with the Agreement Between the El Dorado County Transportation Commission and El Dorado County for FY 2016/17 Regional Surface Transportation Program Exchange Funds, dated August 3, 2017 (herein after referred to as "Agreement");

WHEREAS, Section 2 of the Agreement allows for an amended project list described in Exhibit A;

WHEREAS, the parties hereto desire to amend the Agreement to replace Exhibit A (08/03/17) with Exhibit A-1 (07/21/20);

WHEREAS, the parties also desire to amend the Agreement to reflect changes in federal law;

NOW, THEREFORE, in consideration of the foregoing and the mutual promises and covenants hereinafter contained, RSTP Exchange Recipient and EDCTC mutually agree to amend the terms of the Agreement in this First Amendment to Agreement as follows:

- I. Exhibit A (08/03/17), is replaced in its entirety with Exhibit A-1 (07/21/20), attached hereto and incorporated herein by reference. All references to Exhibit A throughout the Agreement are substituted with Exhibit A-1 (07/21/20).
- II. Paragraph 8. COST PRINCIPLES is replaced in its entirety to read:
 - 8. COST PRINCIPLES
 - A. EDCTC and STBGP Exchange Recipient agree to comply with Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR, Subtitle A, Chapter II, Part

- 200, and in particular subpart E, Cost Principles, and appendices V and VII.
- B. STBGP Exchange Recipients will be obligated to agree that: (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine whether individual project cost items are allowable; and (B) STBGP Exchange Recipients shall comply with Federal Administrative Procedures in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Every subrecipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CPR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- C. Any Fund expenditures for costs that a STBGP Exchange Recipient has received payment or credit that are determined by a subsequent audit to be unallowable under Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR Part 200 are subject to repayment to EDCTC and Caltrans. The implementation of 2 CFR, Subtitle A, Chapter II, Part 200 will cancel 2 CFR Subtitle B, Chapter XII, Part 1201.

This amendment to the Agreement applies to funds that were transferred to the County, but not have been spent, before the effective date of this amendment.

Except as herein amended, all other parts and sections of the Agreement shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment to the Agreement on the dates indicated below.

-- COUNTY OF EL DORADO --

By: Brian Veerkamp
Brian Veerkamp, Chair
Board of Supervisors
RSTP/STBGP Exchange Recipient:

8/4/2020
Date BOS 7/21/2020

Attest:
Kim Dawson
Clerk of the Board of Supervisors

By: Stephanie Smith
Deputy Clerk

8/4/2020
Date

-- EL DORADO COUNTY TRANSPORTATION COMMISSION --

Woodrow Deloria
Executive Director

Dated:

EXHIBIT A-1 (07/21/20)

FY 2016/17

El Dorado County Transportation Commission
 Regional Surface Transportation Program - Exchange
 Funds EDCTC Agreement # X17-6157 (061)
 Allocation Approved to El Dorado County on August 3, 2017: \$455,350.00

Agency	Commission Approval Date	Fund Expiration Date	Project	Cost Estimate RSTP Share
El Dorado County	08/03/2017	08/03/2023	Diamond Springs Parkway Phase 1A - 72375	\$455,350.00
Total				\$455,350.00

FIRST AMENDMENT TO AGREEMENT BETWEEN THE EL DORADO COUNTY TRANSPORTATION COMMISSION AND EL DORADO COUNTY FOR FY 2017/18 REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE FUNDS

THIS FIRST AMENDMENT to that Agreement for FY 2017/18 Regional Surface Transportation Program Exchange Funds made and entered into by and between the County of El Dorado, a political subdivision of the State of California (hereinafter referred to as "RSTP Exchange Recipient"), and El Dorado County Transportation Commission (hereinafter referred to as "EDCTC");

RECITALS

WHEREAS, EDCTC has entered into agreements with the State of California, Department of Transportation, to assign a defined portion of its annual RSTP apportionment to Caltrans in exchange for nonfederal State Highway Account funds and EDCTC is authorized to use these exchanged funds to assist local agencies to promote projects;

WHEREAS, EDCTC will distribute RSTP funds in accordance with the Agreement Between the El Dorado County Transportation Commission and El Dorado County for FY 2017/18 Regional Surface Transportation Program Exchange Funds, dated September 11, 2018 (herein after referred to as "Agreement");

WHEREAS, Section 2 of the Agreement allows for an amended project list described in Exhibit A;

WHEREAS, the parties hereto desire to amend the Agreement to replace Exhibit A (09/11/18) with Exhibit A-1 (07/21/20);

WHEREAS, the parties also desire to amend the Agreement to reflect changes in federal law;

NOW, THEREFORE, in consideration of the foregoing and the mutual promises and covenants hereinafter contained, RSTP Exchange Recipient and EDCTC mutually agree to amend the terms of the Agreement in this First Amendment to Agreement as follows:

- I. Exhibit A (09/11/2018), is replaced in its entirety with Exhibit A-1 (07/21/20), attached hereto and incorporated herein by reference. All references to Exhibit A throughout the Agreement are substituted with Exhibit A-1 (07/21/20).
- II. Paragraph 8. COST PRINCIPLES is replaced in its entirety to read:
 - 8. COST PRINCIPLES
 - A. EDCTC and STBGP Exchange Recipient agree to comply with Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR, Subtitle A, Chapter II, Part

- 200, and in particular subpart E, Cost Principles, and appendices V and VII.
- B. STBGP Exchange Recipients will be obligated to agree that: (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine whether individual project cost items are allowable; and (B) STBGP Exchange Recipients shall comply with Federal Administrative Procedures in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Every subrecipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CPR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- C. Any Fund expenditures for costs that a STBGP Exchange Recipient has received payment or credit that are determined by a subsequent audit to be unallowable under Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR Part 200 are subject to repayment to EDCTC and Caltrans. The implementation of 2 CFR, Subtitle A, Chapter II, Part 200 will cancel 2 CFR Subtitle B, Chapter XII, Part 1201.

This amendment to the Agreement applies to funds that were transferred to the County, but not have been spent, before the effective date of this amendment.

Except as herein amended, all other parts and sections of the Agreement shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment to the Agreement on the dates indicated below.

-- COUNTY OF EL DORADO --

By: *Brian Veerkamp*
Brian Veerkamp, Chair
Board of Supervisors
RSTP/STBGP Exchange Recipient:

8/4/2020
Date BOS 7/21/2020

Attest:
Kim Dawson
Clerk of the Board of Supervisors

By: *Kim Dawson*
Deputy Clerk

8/4/2020
Date

-- EL DORADO COUNTY TRANSPORTATION COMMISSION --

Woodrow Deloria
Executive Director

Dated:

EXHIBIT A-1 (07/21/20)

FY 2017/18

El Dorado County Transportation Commission
 Regional Surface Transportation Program - Exchange
 Funds EDCTC Agreement # X18-6157 (064)
 Allocation Approved to El Dorado County on September 11, 2018: \$504,013.00

Agency	Commission Approval Date	Fund Expiration Date	Project	Cost Estimate RSTP Share
El Dorado County	11/01/2018	11/01/2023	Diamond Springs Parkway Phase 1A - 72375	\$504,013.00
Total				\$504,013.00

**Surface Transportation Block Grant Program (STBGP) Exchange Funding
Summary for FY 2014/15, FY 2015/16, FY 2016/17, FY 2017/18 and FY2018/19**

Date: 7/21/2020

RSTP Recipient: El Dorado County Department of Transportation

Project Funding

Project #	Project Title	Fiscal Year	RSTP Total Received	Revised Programming	Revised Programming BOS Date 05/21/19	Revised Programming BOS Date 07/21/20	Amount Spent as of 5/21/20	Balance Remaining
77122	Newtown Rd/So Fork Weber Creek Bridge Repl	2014/15	200,000.00	173,933.00		(267,569.45)	(106,363.55)	-
72197	Intersection Safety / Sight Triangle Imp	2014/15			49,186.00	(45,806.67)	(3,379.33)	-
77116	Bucks Bar/No Fork Cosumnes River Bridge Repl	2014/15	223,118.60	(223,118.60)			-	-
71319	US 50 Camino 'Area Safety Project	2014/15		49,186.00	(49,186.00)			-
72375	Diamond Springs Parkway Phase 1A	2014/15				313,376.12		313,376.12
77136	Green Vly Rd/Mound Springs Bridge Repl	2015/16	102,500.00			(79,500.00)	(23,000.00)	-
77127	Green Vly Rd/Indian Creek Bridge Repl	2015/16	104,500.00			(81,500.00)	(23,000.00)	-
71319	US 50 Camino Area Safety Project	2015/16	220,232.00			(156,824.51)	(63,407.49)	-
72375	Diamond Springs Parkway Phase 1A	2015/16	-			317,824.51		317,824.51
77136	Green Vly Rd/Mound Springs Bridge Repl	2016/17	150,000.00			(150,000.00)		-
77127	Green Vly Rd/Indian Creek Bridge Repl	2016/17	150,000.00			(150,000.00)		-
77122	Newtown Rd/So Fork Weber Creek Bridge Repl	2016/17	155,350.00			(155,350.00)		-
72375	Diamond Springs Parkway Phase 1A	2016/17	-			455,350.00		455,350.00
71319	US 50 Camino Area Safety Project	2017/18	60,244.00			(60,244.00)		-
77127	Green Vly Rd/Indian Creek Bridge Repl	2017/18	161,499.00			(161,499.00)		-
77122	Newtown Rd/So Fork Weber Creek Bridge Repl	2017/18	120,771.00			(120,771.00)		-
77136	Green Vly Rd/Mound Springs Bridge Repl	2017/18	161,499.00			(161,499.00)		-
72375	Diamond Springs Parkway Phase 1A	2017/18	-			504,013.00		504,013.00
72196	Intersection Safety / Ped Safety Imp	2018/19	242,300.00					242,300.00
72197	Intersection Safety / Sight Safety Impr	2018/19	51,570.00					51,570.00
77127	Green Vly Rd/Indian Creek Bridge Repl	2018/19	127,283.50					127,283.50
77136	Green Vly Rd/Mound Springs Bridge Repl	2018/19	127,283.50					127,283.50

CONSENT CALENDAR**STAFF REPORT**

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DAN BOLSTER, SENIOR TRANSPORTATION PLANNER
SUBJECT: SECTION 5311 CARES ACT PHASE 2 PROGRAM OF PROJECTS

REQUESTED ACTION

Adopt Resolution 20/21.13 (*Attachment A*) authorizing the programming of \$1,081,553 in Federal Transit Administration 5311 CARES Act Phase 2 funding for operating assistance for the El Dorado County Transit Authority (EDCTA).

BACKGROUND

The EDCTA, as the sole eligible recipient for these funds on the west slope of El Dorado County, has requested that EDCTC prepare and approve the Program of Projects for a Federal Transit Administration 5311 CARES Act Phase 2 grant in the amount of \$1,081,553 (*Attachment B*). The grant application is an effort to obtain additional operating funds for existing transit operations.

DISCUSSION

Under California law, the Regional Transportation Planning Agencies are responsible for transportation planning and for the allocation or programming of transportation funds from various Federal, State, and local sources. The EDCTC responsibility is to assure Caltrans that the project has the programming approval of the regional agency and to provide supporting documentation that the project has been programmed in the Federal Transportation Improvement Program (FTIP). EDCTC will work with EDCTA to ensure the Program of Projects and applicable FTIP documentation are submitted.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 20/21.13
B) Section 5311 CARES Act Phase 2 Program of Projects



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: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

RESOLUTION 20/21.13

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION
APPROVING THE EL DORADO COUNTY TRANSIT AUTHORITY SECTION 5311
(49 U.S.C. SECTION 5311) CARES ACT PHASE 2 GRANT APPLICATION
PROGRAM OF PROJECTS**

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 U.S. Department of Transportation, Federal Transit Administration provides grants through 49 U.S.C. Section 5311; and

WHEREAS, the regional agency must approve the programming and submit the Program of Projects for Section 5311 CARES Act Phase 2 grant funding for transit operations from the Rural Area Apportionment; and

WHEREAS, the proposed project is consistent with the El Dorado County Regional Transportation Plan and will be included in the Federal Transportation Improvement Program.

NOW THEREFORE, BE IT RESOLVED, that the EDCTC does hereby authorize the programming of \$1,081,553 in 5311 CARES Act Phase 2 funding from the FTA 5311 grant program administered by Caltrans.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission at their regular meeting on September 3, 2020 by the following vote:

Vote pending

Attest:

Kara Taylor, Vice Chairperson

Joni G. Rice, Secretary to the Commission

CALTRANS – DRMT REGIONAL PROGRAM OF PROJECTS – CARES ACT Phase 2 – FTA 5311

County/Region: El Dorado District: 3
 Original Submission Date: 08/20/2020 Revision No. _____ Revision Submission Date: _____

FEDERAL FISCAL YEAR 2020 CARES ACT
Section 5311 Program of Projects (POP)

(A) Available Funding:

Estimated Apportionment [CARES ACT]: (+) 1,081,553
(A) TOTAL FUNDS AVAILABLE: = 1,081,553

(B) Programming (POP): Complete Parts I and II

	<i>Federal Share 100%</i>	
Part I. Operating Assistance - Total:	(+)	<u>1,081,553</u>
Part II. Capital - Total:	(+)	<u>0</u>
(B) Total:	(=)	<u>1,081,553</u>

Regional Apportionment Funds ONLY for CARES Act:

- Please Note -
 - Funds may not need to be programmed unless Capital beyond COVID-19 Response
 - Final approval to be determined by the Department
 - There will be NO carryover allowed as you will have several years to expend CARES Act funds

FUNDING SUMMARY

	<i>Federal Share</i>	
(B) Regional Apportioned - Total:	(+)	<u>1,081,553</u>
GRAND TOTAL:	(=)	<u>1,081,533</u>

Contact Person/Title: Julie Petersen
 Phone Number: (530) 642-5383 ext. 206

Date: 08/20/2020

INSTRUCTIONS

PART I – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: None Federal Share 100%
- Third Party Contract Requirement – all third-party contracts must contain federal clauses required under FTA Circular 4220.1F and approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART II – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **All** vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement. (i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding Federal Share – 100% Federal Share if related to COVID-19
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1F and approved by DRMT prior to bid release.

CONSENT CALENDAR**STAFF REPORT**

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DAN BOLSTER, SENIOR TRANSPORTATION PLANNER
SUBJECT: SECTION 5311 CARES ACT PHASE 2 GRANT APPLICATION
CERTIFICATIONS AND ASSURANCES

REQUESTED ACTION

Adopt Resolution 20/21.14 (*Attachment A*) to:

1. Authorize the El Dorado County Transit Authority (EDCTA) to submit a Federal Transit Administration (FTA) Section 5311 CARES Act Phase 2 grant application stating that:

The El Dorado County Transportation Commission does hereby authorize the EDCTA to execute all standard agreements or amendments necessary to obtain the aforementioned FTA Section 5311 CARES Act Phase 2 Operating Assistance grant in the amount of \$1,081,553 through Caltrans.

2. Authorize the Executive Director to sign the regional agency Certifications and Assurances.

BACKGROUND

On Friday, March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provides emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic.

The FTA is allocating \$25 billion to recipients of urbanized area and rural area formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding will be provided at a 100-percent federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. Operating expenses incurred beginning on January 20, 2020 for all rural and urban recipients, even those in large urban areas, are also eligible, including operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency.

CARES Act funding is being disbursed through FTA apportionments to its Urbanized Area (Section 5307) and Rural Formula (Section 5311) programs. California was appropriated \$94,976,667 for the Section 5311 Rural Area Apportionment. Subsequent to the CARES Act becoming law in March 2020, Caltrans directly distributed \$30 million of CARES Act funding as Phase 1 for FTA 5311 and 5311(f) Operating Assistance projects. Now, Caltrans is distributing CARES Act Phase 2 funding for FTA 5311 and 5311(f) Operating Assistance projects via a grant application process. The EDCTA, as the sole eligible recipient for these funds, has prepared an application for a Section 5311 CARES Act Phase 2 grant application in the amount of \$1,081,553.

DISCUSSION

Under California law, the Regional Transportation Planning Agencies are responsible for transportation planning and for the allocation or programming of transportation funds from various Federal, State, and local sources. The El Dorado County Transportation Commission (EDCTC)

responsibility is to provide documentation to assure Caltrans that the project has the programming approval of the regional agency and to provide supporting documentation for the assurances that Caltrans is required to give the FTA when approving a project. The regional agency certifications and assurances (*Attachment B*) are to be signed by an authorized representative of the EDCTC.

Approved for Agenda:

Woodrow Deloria, Executive Director

- Attachments:
- A) EDCTC Resolution 20/21.14
 - B) Section 5311 CARES Act Phase 2 Project Application Certifications and Assurances



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: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

RESOLUTION 20/21.14

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION
APPROVING THE EL DORADO COUNTY TRANSIT AUTHORITY SECTION 5311
(49 U.S.C. SECTION 5311) CARES ACT PHASE 2 GRANT APPLICATION
CERTIFICATION AND ASSURANCES**

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 U.S. Department of Transportation, Federal Transit Administration (FTA) provides grants through 49 U.S.C. Section 5311; and

WHEREAS, the regional agency approves the programming of Section 5311 CARES Act Phase 2 for transit operating costs in the amount of \$1,081,553 from the Rural Area Apportionment; and

WHEREAS, El Dorado County Transit Authority desires to apply for said financial assistance to permit operation of service/purchase of capital equipment in their service territory; and

WHEREAS, the proposed project is consistent with the El Dorado County Regional Transportation Plan and included in the Federal Transportation Improvement Program; and

WHEREAS, the applicant has conducted public outreach as necessary, and to the maximum extent feasible, coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.

NOW THEREFORE, BE IT RESOLVED, that the EDCTC does hereby authorize the El Dorado County Transit Authority to execute all standard agreements or amendments necessary to obtain the aforementioned FTA Section 5311 CARES Act 2 Operating Assistance grant in the amount of \$1,081,553 through Caltrans.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission at their regular meeting on September 3, 2020 by the following vote:

Vote Pending

Attest:

Kara Taylor, Vice Chairperson

Joni Rice, Secretary to the Commission



**2020 Certifications and Assurances of the Regional Agency/Transportation Planning Agency
State of California - FTA Section 5311 – CARES Act Phase 2**

Regional Agency/TPA: [El Dorado County Transportation Commission](#)

Contact Person: [Dan Bolster, Senior Transportation Planner](#)

Contact Email: dbolster@edctc.org

Contact Phone: (530) 642-5262

Name of Subrecipient: [El Dorado County Transit Authority](#)

Project Description: [Operating Assistance](#)

Project Amount and Fund Type

<i>Regional Apportionment 5311 or 5311(f)</i>	<i>Total Project Cost</i>
\$1,081,553	\$7,279,928

Federal Transportation Improvement Program - Metropolitan Planning Organizations/Regional Transportation Planning Agency

Document (or Amendment) Number	Document (or Amendment) Year	FHWA/FTA Federally Approved TIP (Date)
N/A	N/A	N/A

Check all that apply:

- Some combination of state, local, or private funding sources have been or will be committed to provide the required local share.
- The subrecipient has coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service.
- The amount requested does not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP(FSTIP)
- The regional agency/TPA has approved, by resolution, the programming of funds for this Project and Project has met all Statewide Transportation Improvement Program (STIP) requirements.

Certifying Representative:

By signing below, I have read and acknowledge that my agency is in compliance with certifications and assurances as stated above.

Name:

Title:

Signature: _____

Date: [Click here to enter a date.](#)

Signature in **BLUE** ink

BUSINESS ITEM**STAFF REPORT**

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2040 *DRAFT*
FINANCIAL ELEMENT

REQUESTED ACTION

Approve the El Dorado County Regional Transportation Plan (RTP), 2040 *DRAFT* Financial Element.

BACKGROUND

The El Dorado County RTP 2020-2040 fulfills the State requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082). To qualify for funding in the State Transportation Improvement Program (STIP), projects included in a Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) must be consistent with adopted RTPs. In compliance with Government Code Section 65080(c), the California Transportation Commission will only consider STIP funding for projects consistent with an RTP adopted within five years (in rural regions) of STIP adoption.

RTPs provide a clear vision of the regional transportation goals, objectives, policies, and strategies. This vision must be realistic and fiscally constrained. RTPs must be updated every five years to comply with state statute as well as to maintain an ongoing, cooperative, and comprehensive approach to regional transportation planning. RTPs have many specific functions, including:

- Any project that requires federal or state funding must be included in the RTP in order to be eligible for funding
- Providing an assessment of the current modes of transportation and the potential of new travel options within the region
- Predicting the future needs for travel and goods movement
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs
- Identifying needed transportation improvements in sufficient detail to serve as a foundation for the development of the RTIP and ITIP
- Promoting consistency between the California Transportation Plan, the RTP, and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs
- Facilitating partnerships that reconcile transportation issues which transcend regional boundaries
- Involving the public, federal, state, tribal, and local agencies, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality, and environmental issues related to transportation.

Under the terms of our Memorandum of Understanding with the Sacramento Area Council of Governments (SACOG), the RTP 2040 will provide the necessary elements to update the El Dorado County component of the SACOG Metropolitan Transportation Plan.

Per Government Code Section 65080 an RTP shall include the following components.

A **Policy Element** that identifies mobility goals, objectives, and policies of the region

- This element outlines the process for implementation of the RTP to guide decision makers.

An **Action Element** that identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the policy element.

- The institutional and legal actions needed to implement the RTP and action plans are also discussed in this section, followed by a detailed assessment of all transportation modes.
- Priorities for regional transportation programs are established within the Action Element.

A **Financial Element** that summarizes the cost of implementing projects in the RTP within a financially constrained environment.

- All anticipated transportation funding revenues are compared with the anticipated costs of the transportation programs and actions identified in the Action Element.
- If shortfalls are identified, strategies are developed to potentially fund the otherwise unfunded projects.

An **Environmental Document** is required under the California Environmental Quality Act. The environmental documentation states whether there will be an environmental impact of implementing the projects listed in the plan and, if so, what those impacts will be. Depending upon the scope of the plan and the local environment, the appropriate environmental documentation may be a negative declaration, a mitigated negative declaration, or a full environmental impact report.

EDCTC approved the Draft Policy Element of the 2040 RTP on October 3, 2019 and the Draft Action Element of the 2040 RTP on August 6, 2020. Since that time EDCTC staff has been working closely with the RTP Advisory Committee, SACOG, Caltrans, and City of Placerville and El Dorado County staff to develop the Draft Financial Element of the 2040 RTP.

DISCUSSION

The Draft Financial Element of the 2040 RTP establishes the funding plan for transportation improvement projects and programs in El Dorado County which are included in the Draft Action Element, Chapters 6 through 12 of the RTP. Project cost estimates used in this Financial Element are consistent with those included in the short-term and long-term action plans. The Financial Element includes a discussion of the following:

- explains the history of revenue sources and expenditures
- summarizes the project cost estimates of the short- and long-term action plans
- discusses the revenue projections from federal, state, and local sources
- compares project cost estimates and projected revenues
- identifies constrained and unconstrained project plans

Under the terms of our Memorandum of Understanding with SACOG, EDCTC utilizes the financial forecasts produced by SACOG for the Draft Metropolitan Transportation Plan 2040. EDCTC staff has been working with SACOG to develop the Draft Financial Element. The Draft Financial Element includes a history of revenue expenditures, summary of project cost estimates, estimated funding revenues and assumptions, and funding strategy concepts. The RTP must be fiscally constrained and realistic. The forecasts included in the Draft Financial Element provide for this fiscal constraint by outlining the foreseeable funding revenue which may be realized in El Dorado County during the planning period.

The RTP 2040 *Draft* Financial Element will guide the final steps in the development of the RTP 2040. EDCTC will continue to work with partners and the RTP AC to refine the Draft RTP Elements as more current information is made available. The final RTP will be adopted no later than November 2020.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment A: RTP 2035 *Draft* Financial Element

CHAPTER 13: FINANCIAL ELEMENT DRAFT

GOAL 8: FUNDING

Secure maximum available funding and pursue new sources of funds for maintenance, expansion, and improvement of all modes of transportation facilities and services.

The Financial Element serves as the funding plan for transportation improvement projects and programs to be constructed over the 20-year horizon of this plan. The Financial Element identifies multi-modal projects which are constrained within the funding estimated over this 20-year timeframe. However, it also identifies transportation investments that fall outside of this fiscal constraint to ensure those projects are included should unforeseen funding become available. Revenue assumptions are based upon historical funding trends, existing funding programs, economic volatility, and any anticipated new funding sources. Actual revenues will most certainly fluctuate based on many factors including technology advancements in fuel efficiency, as well as the local, state, and national economy combined with ever changing transportation funding policies.

El Dorado County Transportation Commission (EDCTC) coordinated with SACOG to establish assumptions which inform a 20-year estimate of federal, state, and local transportation revenues. In preparing the revenue forecasts, EDCTC and SACOG worked together to calculate the share of federal and state revenues that will likely become available to agencies within the EDCTC planning jurisdiction, using historical levels combined with known ongoing federal and state formulaic and competitive funding programs. .

HISTORY OF REVENUES AND EXPENDITURES

The EDCTC allocates funds for a variety of transportation purposes, from constructing highway improvements and active transportation facilities to maintaining local streets and roads to supporting transit services. Funding sources are often accompanied by rules and regulations guiding how funds may be allocated to specific projects. Furthermore, some funding sources support specific types of projects and programs, for example transit or active transportation funding. Figure 13-1 illustrates the programmed funding through EDCTC and surrounding jurisdictions over the period from 2015-2020. Table 13-1 illustrates the expenditures and project delivery success from the 2015-2035 RTP.

FIGURE 13-1: EDCTC FUNDING EXPENDITURE HISTORY BY MODE (2015-2020)

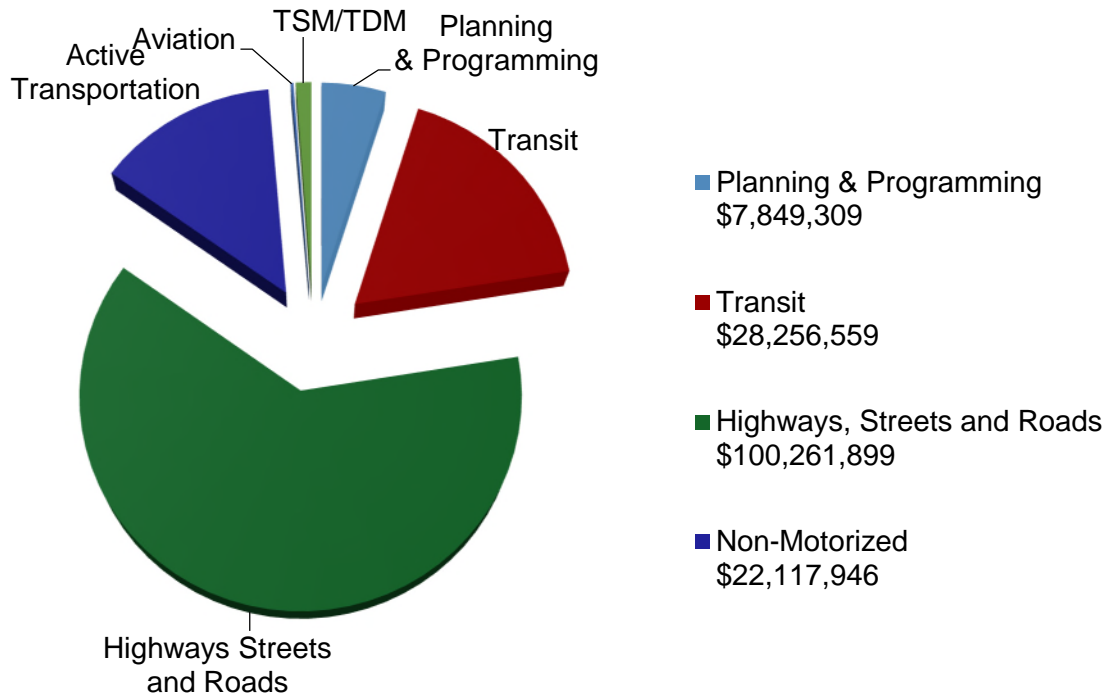


TABLE 13-1: 2015-2035 RTP DELIVERY SUCCESS

DELIVERY SUCCESS 2015-2020			
Mode	2010-2030 RTP Short-Term Action Plan (2010-2020)		
	Projects	Projects Delivered	% of Total
Regional Roadway Network	76	37	49%
Transit	10	7	70%
Aviation	36	1	3%
Active Transportation	58	13	22%
Total	180	58	32%

Mode	2015-2035 RTP Long-Term Action Plan (2026 and Beyond)		
	Projects	Projects Delivered	% of Total
Regional Roadway Network	53	0	0%
Transit	5	0	0%
Aviation	5	0	0%
Active Transportation	116	0	0%
Total	179	0	0%

Source: El Dorado County 2015-2035 Regional Transportation Plan

TRANSPORTATION FUNDING OVERVIEW

FEDERAL FUNDING SOURCES

Federal transportation funding is principally allocated through multi-year transportation funding laws. Historically, Federal transportation funding is primarily generated through the collection of fuel taxes and fees, last increased in 1993. When motorists purchase gasoline, they are paying a per gallon tax of 18.4 cents of a federal gasoline tax, 47.3 cents of state excise tax and a 2.5% sales tax rate, as of July 1, 2019. Motorists filling up with diesel pay 24.4 cents of federal diesel fuel tax and an additional 36 cents of state excise tax, plus a 13% sales tax rate.

Federal fuel taxes are deposited into the Federal Highway Trust Fund which allocates 85 percent to the Federal Highways Administration for roadway related improvements and 15 percent to the Federal Transit Administration for local public transit and passenger rail operations. Under the surface transportation funding bill, Fixing Americas Surface Transportation Act (FAST-Act, 2015), transportation funding flows through 30 programs housed within nine core Federal-aid Highway programs while an additional 16 programs distribute funding for mass transit. The core Federal programs are listed below in Table 13-2.

TABLE 13-2: FAST ACT FEDERAL-AID HIGHWAY PROGRAMS AND MASS TRANSIT

CORE PROGRAMS	DESCRIPTION
National Highway Performance Program	Provides funding to improve condition and performance of National Highway System, construct new facilities, and meet state performance targets.
Surface Transportation Block Grant Program	Flexible program to fund transit, bridges, tunnels, carpooling, maintenance, intelligent transportation systems, etc.
Highway Safety Improvement Program	Funding source for strategies, activities, and projects on a public road to correct or improve a hazardous road condition or address highway safety problem.
Railway-Highway Crossings Program	Funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
Congestion Mitigation and Air Quality Improvement Program	Flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act.
Metropolitan Transportation Planning	Funding for MPOs to carry out the metropolitan transportation planning process.
National Highway Freight Program	Funding that improves the efficient movement of freight on the National Highway Freight Network. Projects must be identified in a freight investment plan included in the State's freight plan.
Transportation Alternatives Program	Funding projects for pedestrians, bicyclists, recreational trails, safe routes to schools, etc.
Mass Transit	16 public transit specific programs managed by the Federal Transit Administration

Source: FAST Act Division C; Internal Revenue Code (26 U.S.C.)

STATE FUNDING SOURCES

On April 6, 2017, the California Legislature approved the passage of the Road Repair and Accountability Act, better known as Senate Bill (SB) 1. The intent of SB 1 was to focus on maintaining and rehabilitating existing roads and bridges. It also increased the state's investment in transit and active transportation. SB 1 added additional programs and funding to existing transportation investment programs. SB 1 was anticipated to generate an average of \$5.2 billion annually over the next decade and beyond. SB 1 increased fuel taxes and transportation fees to generate the additional

\$5.2 billion annually for transportation. Table 13-3 highlights the State funding programs before and after the passage of SB 1. Note that the State taxes and fees discussed are in addition to the Federal taxes previously mentioned.

TABLE 13-3: TAX AND FEE STRUCTURE UNDER THE PASSAGE OF ROAD REPAIR AND ACCOUNTABILITY ACT (SENATE BILL 1, APRIL 2017)

Funding Source	Pre SB 1 Rates	Post SB 1 Rates	Effective Date
Fuel Taxes*			
Gasoline			
Base excise**	18 cents	30 cents	November 1, 2017
Swap Excise**	9.8 cents	17.3 cents	July 1, 2019
Diesel			
Excise**	16 cents	36 cents	November 1, 2017
Swap sales	1.75 percent	5.75 percent	November 1, 2017
Vehicle Fees (Per Year)			
Transportation Improvement Fee**	—	\$25 to \$175	January 1, 2018
ZEV registration fee**	—	\$100	July 1, 2020

*Excise taxes are per gallon.

**Adjusted for inflation starting July 1, 2020 for the gasoline and diesel excise taxes, January 1, 2020 for the Transportation Improvement Fee, and January 1, 2021 for the ZEV registration fee.

CALIFORNIA FUEL TAXES and FEES

The state gas tax is actually two separate components, a base excise tax and a price-based excise tax. The first component is the base excise tax of 30 cents per gallon, which includes a 12 cent increase due to SB-1. The second component is a price-based excise tax of 17.3 cents a gallon that is adjusted to inflation. The funds flow to cities and counties at 36% while the remaining 64% flows to the State Highway Account. The price-based excise tax is adjusted on an annual basis to reflect the equivalent of the state sales tax on gasoline in the previous year; for 2019, that amount is 17.3 cents per gallon. This portion of the gas tax is first used to backfill debt service on transportation bonds and the remaining amount is divided 44% to local roadways, 44% to new construction projects in the State Transportation Improvement Program (STIP), and 12% to the state highways maintenance and operations. Table 13-4 provides a summary of the programs funded through the state gas tax.

Gasoline Taxes

The state currently has two excise taxes on each gallon of gasoline: a base tax and a variable “swap” tax.

- **Base Excise Tax:** SB 1 increased this tax by 12 cents for a total tax of 30 cents per gallon. SB 1 also put into place an annual adjustment for inflation.
- **Swap Excise Tax:** SB 1 eliminated the swap tax and replaced it with a fixed excise tax of 17.3 cents per gallon which is adjusted for inflation.

Diesel Taxes

California also collects revenue from excise and sales taxes on the sale of diesel fuel.

- **Excise Tax:** SB 1 increased this tax by 20 cents per gallon of diesel fuel for a total tax of 36 cents per gallon. SB 1 makes the rate fixed with an annual adjustment for inflation.
- **Diesel Swap Sales Tax:** SB 1 increased the diesel sales tax from 1.75 percent to 5.75 percent. In addition, state and local sales taxes on tangible goods that together average 8.5 percent statewide also apply to diesel, with revenue from a rate of 4.75 percent funding transportation. Senate Bill 1 made no changes to this tax.

TABLE 13-4: STATE TRANSPORTATION FUNDING PROGRAMS

Program	Description	Distribution Method
City and County Road Fund	Provides funds directly to the cities and counties in California for roadway projects and maintenance efforts	Formula
State Highway Operations and Protection Plan (SHOPP)	Provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges	
Caltrans Local Assistance	Caltrans oversees more than \$1 billion in federal and state funding annually to over 600 cities, counties, and regional agencies. The program provides recipients with the opportunity to improve their transportation infrastructure or provide additional transportation services.	
Active Transportation Program (ATP)	This program funds safe routes to school, pedestrian, bicycle, and trail projects. Created in response to the Federal Transportation Alternatives Program, the State's ATP was created on September 26, 2013 with the passage of California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013).	Competitive
State Transportation Improvement Program (STIP)	Funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and Regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees	Formula
Solutions for Congested Corridors Program	Provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Competitive
Trade Corridor Enhancement Program	Provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume	Competitive
Local Partnership Program	Provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.	Formula (Self Help)/Competitive

VEHICLE TAXES AND FEES

Transportation Improvement Fee: SB 1 created a new vehicle charge—called a Transportation Improvement Fee—specifically to fund transportation. Vehicle owners pay annually with their vehicle registration fee. Figure 13-5 shows the rate schedule for the new fee.

TABLE 13-5: TRANSPORTATION FEE SCHEDULE

Value of Vehicle	Annual Fee
\$0 to \$4,999	\$25
\$5,000 to \$24,999	\$50
\$25,000 to \$34,999	\$100
\$35,000 to \$59,999	\$150
\$60,000 and higher	\$175

Zero-Emission Vehicle Registration Fee: SB 1 created a new \$100 registration fee for zero-emission vehicles only. Called a Road Improvement Fee, this was implemented to have electric vehicle owners pay for their use and impact to the transportation network as they do not pay fuel taxes.

Statewide Sales Tax

Since the passage of the Transportation Development Act (TDA) in 1971, the state has dedicated 0.25% of the statewide sales and use tax to transportation programs. The sales tax in El Dorado County is 7.25% except for the City of Placerville which has a sales tax rate of 8.25%. The 0.25% sales tax goes into the Local Transportation Fund (LTF) which is distributed back to Counties on a population basis. The primary use of these funds is for public transit, with the option of using funds for bikeways, rail, and streets and roads when certain criteria have been met. For rural and urbanizing counties such as El Dorado County, those criteria require that all unmet transit needs that are reasonable to meet, as defined, are met before the LTF can go to other purposes. LTF revenues are distributed to the cities and county on a population basis annually. In addition to the 0.25% sales tax on purchases, a separate 13% sales tax is levied against the sales of diesel fuel. 4.75% of the sales tax is directed to the Public Transportation account while the remaining 1.75% is directed to the State Transit Assistance account. Each of these accounts combined fund public transit and passenger rail throughout the state. Table 13-6 summarizes these programs.

TABLE 13.6: STATE PROGRAMS FUNDED WITH STATE SALES TAX

Local Transportation Fund (LTF)	Funding directed to Regional Transportation Planning Agencies to perform long-range planning, implement bus transit, passenger rail, bikeways, and streets and roads projects.
Public Transportation Account	50% of funding directed to state transit programs (e.g., intercity passenger rail and feeder bus program), 25% to Regional Transportation Planning Agencies for transit purposes, and 25% to public bus and passenger rail operators in the state.
State Transit Assistance	Funding directed Regional Transportation Planning Agencies, public bus, and passenger rail operators in the state

FINANCIAL ASSUMPTIONS

EDCTC works directly with SACOG and local jurisdictions to establish the financial assumptions used to develop the revenue estimates used for this plan. SACOG prepared the regional revenue forecasts as part of the 2040 MTP, adopted on November 18, 2019. Developing the revenue forecasts involves establishing the regional assumptions for the anticipated Federal, State, and Local transportation revenue that may be realized during the planning horizon of 2020-2040. This effort includes calculating the share of federal and state revenues that come to the Sacramento Region and the share which is allocated to El Dorado County. Calculations were based upon the 2040 MTP, historical precedence, and the Federal and State formulaic distribution mandates under the currently approved

transportation legislation. All assumptions and growth rates are labeled as real or nominal dollars amounts. Real dollars indicate revenue before adding the impact of inflation. Nominal dollars include real dollars plus inflation over the planning period.

ESTIMATED REVENUE

Preparing forecasts of anticipated transportation revenues is a challenging task due to the ever-changing transportation funding picture in California and Nationwide. A key task in the preparation of a long-range transportation funding strategy is an assessment of revenue potentially available from existing federal, state, and local sources. The revenue forecasts prepared for the Regional Transportation Plan were developed through a collaboration between EDCTC and SACOG. Funding estimates for many of the programs are based upon formulaic allocations set in statute for those programs which are not allocated through formulas set in statute based upon the resident population and/or lane miles of a jurisdiction. For those funding programs which are not distributed through a formula, El Dorado County’s share of the SACOG Region’s population, 6.1%, was used as the proxy for the estimate that EDCTC would receive for that given fund source. Those funding sources for which the population share was used to estimate EDCTC’s funding share are highlighted in italics in Table 13-7 below.

Funding for projects across all modes is entirely generated through Federal, State, and Local sources summed up as fuel taxes, sales tax, and user fees. Table 13-7 illustrates the estimated funding forecasts for years 2020 through 2040.

DRAFT TABLE 13-7: ESTIMATED FUNDING REVENUES 2020-2040

(Dollars Adjusted for Inflation to 2040 in Millions)

Anticipated Revenues 2020-2040 (Year of Expenditure)					
Funding	Applicable Uses	Short Term 2020-2030	Long Term 2031-2040	Total	Annual Average
<i>Federal Programs</i>					
CMAQ - Urban	Roads, Transit, ATP, TDM, TCM	\$23.66	\$30.22	\$53.88	\$2.69
STBGP	Highways, Roads, Transit, ATP, TDM, TCM	\$26.20	\$30.66	\$56.86	\$2.84
<i>Federal Discretionary Programs (BUILD, INFRA, etc....)</i>	<i>Highways, Roads, Transit, ATP, TDM, TCM, Broadband</i>	<i>\$15.61</i>	<i>\$18.38</i>	<i>\$33.99</i>	<i>\$1.70</i>
FTA 5307 Urbanized Area Formula	Transit	\$2.99	\$3.50	\$6.49	\$0.32
FTA 5309 c Bus Allocations	Transit	\$5.10	\$7.70	\$12.80	\$0.64
FTA 5311 b Rural Assistance Program	Transit	\$7.60	\$8.89	\$16.49	\$0.82

Anticipated Revenues 2020-2040 (Year of Expenditure) continued					
Funding	Applicable Uses	Short Term 2020-2030	Long Term 2031-2040	Total	Annual Average
State Programs					
SHOPP	Highways, Bridges	\$140.00	\$153.20	\$293.20	\$14.66
STIP, RTIP, ITIP	Highways, Roads, ATP	\$51.80	\$94.30	\$146.10	\$7.31
Senate Bill 1					
SB 1 Competitive Programs	Roads, highways, bridges, ATP	\$12.20	\$13.54	\$25.74	\$1.29
Road Maintenance and Rehabilitation Account	Roads	\$118.63	\$130.34	\$248.97	\$12.45
STA	Transit	\$20.22	\$20.31	\$40.53	\$2.03
Freeway Service Patrol	TDM	\$1.10	\$1.10	\$2.20	\$0.11
Local Programs					
LTF	Transit, Highways, Roads, ATP	\$63.82	\$79.07	\$142.89	\$7.14
Transit Fares (Farebox, Transit Pass, Commuter Pass)	Transit	\$14.86	\$25.60	\$40.46	\$2.02
Local Streets and Roads Maintenance Funding	Road maintenance and rehabilitation	\$146.47	\$178.88	\$325.35	\$15.49
Local Streets and Roads TIM and MC&FP	Roads	\$131.20	127.40	\$258.60	\$12.93
City of Placerville ½ Cent Sales Tax	Roads	\$10.09	\$12.41	\$22.50	\$1.13
Caltrans Discretionary	Highways, Roads	\$12.17	\$13.54	\$25.71	\$1.29
Total		\$803.72	\$949.04	\$1,753.76	
Source: SACOG MTP 2040 Forecast Source: El Dorado County CIP and City of Placerville CIP					

FEDERAL FUNDING SOURCES

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

The CMAQ Program was reauthorized with the passage of the FAST Act. Funds are directed to transportation projects and programs which contribute to the attainment and maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act. As part of the Sacramento Valley air basin, which is in non-attainment for ozone, El Dorado County is eligible for CMAQ funds (refer to Chapter 14, Air Quality Conformity). Eligible CMAQ projects include those which exhibit a measurable and long-lasting improvement to air quality through reduction in greenhouse gas emissions as a direct result of a reduction in vehicle miles travelled or a shift away from single occupant automobile travel.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The Fast Act continues the STBGP to provide flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for active transportation, transit capital projects and public bus terminals and facilities. Fifty percent of a State's STBGP funds are distributed to areas based on population and lane miles through the Surface Transportation Block Grant Program (STBGP). A portion of its STBGP funds are set aside for bridges not located on a Federal-aid highway. Furthermore, a special rule is provided to allow a portion of funds reserved for rural areas to be spent on rural minor collector roadways.

Of all the funding programs in Fast Act, STBGP is the most flexible. A broad variety of transportation projects and modes, including streets and roads, are eligible. Examples of projects eligible for STBGP include highway projects; bridges (including construction, reconstruction, seismic retrofit, and painting); transit capital improvements; carpool, parking, bicycle, and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

Eighty percent of the apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations and Regional Transportation Planning Agencies. The remainder goes directly to counties in a formula equal to 110% of the Federal Aid Urban/Federal Aid Secondary funding in place prior to 1991.

FEDERAL DISCRETIONARY PROGRAMS

The Fast Act did away with most of the previous Federal Discretionary programs and rolled them into other legislation and/or consolidated programs. However, those which remain and those which potentially may be added to future legislation are considered for the purposes of the financial forecast concerning the 2020-2040 RTP.

FEDERAL TRANSIT ADMINISTRATION (FTA)

The FTA provides the financial assistance to develop new transit systems and improve, maintain, and operate existing transit networks. FTA oversees funding to state and local transit providers through regional FTA offices. The FTA programs include:

- **Section 5307 – Urbanized Area Formula Grant Program**
This program funds routine capital investments, including bus purchases and small transit system operating expenses. FTA funds are allocated annually to urbanized areas, as defined by the most current Census (2010), according to the formula based on population, a portion goes to areas under 200,000, and a portion goes to areas over 200,000 persons.

- **Section 5310 – Elderly Persons and Persons with Disabilities Formula Program**
This program provides funds for transit service and programs to serve the special needs of transit dependent populations and enhance mobility of seniors and persons with disabilities. Funds are allocated through a competitive process.
- **Section 5311 – Rural Area Formula Program**
This program funds transit service in rural areas of a population less than 50,000 people and for operating and capital grants for intercity facilities and services.
- **Section 5337 – State of Good Repair**
This new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit system and high-intensity motor bus systems that use high-occupancy vehicle lanes. These funds reflect a commitment to ensuring transit operates safely, efficiently, reliably, and sustainably.
- **Section 5339 – Bus and Bus Facilities**
This program provides capital funding to replace and rehabilitate buses and related equipment. Funds are allocated both directly to transit agencies and distributed through a competitive process.

STATE FUNDING SOURCES

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The SHOPP is a ten-year program developed by Caltrans for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the SHOPP are limited to capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges which do not add capacity to the system.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a five-year multimodal program which is funded through the State Highway Account and other sources. All STIP projects must be capital projects (including project development costs) needed to improve transportation. These projects generally include, but are not limited to, improving state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, sound walls, intermodal facilities, safety, and environmental enhancement and mitigation.

STIP funding is split into two programs, 25% to the Interregional Transportation Improvement Program (ITIP) for projects nominated by Caltrans, and 75% to County Shares for the State's 58 counties for projects nominated in each county's Regional Transportation Improvement Program (RTIP). The overall STIP is adopted by the California Transportation Commission, which can accept or reject each RTIP and ITIP in its entirety.

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

STATE TRANSIT ASSISTANCE (STA) FUND

In addition to the LTF, the Transportation Development Act of 1971 also established a program of direct subvention for transit services through state generated funding, known as the Public Transportation Account. Funds are allocated through the annual state budget. Distribution is calculated by the State Controller and administered by the regional transportation planning agency. Funds are distributed under Section 99313 of the Public Utilities Code based on population, and under Section 99314 based on the fares generated by the various transit operators.

FREEWAY SERVICE PATROL (FSP)

The El Dorado County FSP program is administered by the California Highway Patrol (CHP), Caltrans, and EDCTC. Funding is allocated formulaically based upon lane miles, population, and congestion. The FSP serves to mitigate congestion along primary corridors.

LOCAL TRANSPORTATION REVENUE SOURCES

LOCAL TRANSPORTATION FUND (LTF)

The Transportation Development Act (TDA) of 1971 added one-quarter percent to the statewide sales tax to fund transit services throughout the state. This funding, known as the Local Transportation Fund, are returned to the county of origin for use to operate the transit systems in that area. The funds are administered by the regional transportation planning agency in accordance with TDA regulations. While the primary focus of the LTF is transit service, there are provisions for use of the funds for other transportation modes. For example, under Section 99233.3 of the TDA statute, regions may elect to set aside up to two percent of the LTF for pedestrian and bicycle projects. In regions with less than 500,000 in population, some funds may also be used for street and road purposes upon completion of an annual unmet transit needs process.

GAS TAX SUBVENTIONS

Gas tax funds are distributed to cities and counties formulaically based upon resident population to be used for street and road maintenance.

TRANSIT FARES

Funds generated by passenger fares on transit are used to help fund that transit system. Under the requirements of the TDA, fares must generate at least 10% of the operating revenue for rural transit systems and 20% for others. Farebox, Sac Commute Route Passes, and Bus Passes, as outlined in Table 26 of the Western El Dorado County 2019 Short- and Long-Range Transit Plan, were used to establish the baseline revenue forecast for Transit Fares line item in Table 13-7 above.

CALTRANS DISCRETIONARY PROGRAMS

The Federal Highway Administration administers discretionary programs through its various offices and with the assistance of Caltrans. Discretionary programs represent special funding categories where Caltrans solicits for candidates and selects projects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by law, by regulation, or administratively.

LOCAL STREETS AND ROADS FUNDS

At the discretion of the City Council or El Dorado County Board of Supervisors, City and County general funds, Traffic Impact Mitigation (TIM) fees, and other funding generated primarily from property and local sales taxes may be used to augment transportation funding. Under state law, jurisdictions may impose fees on development that mitigate their impacts on local services. One common TIM fee is for traffic generated by new development along the existing transportation system. TIM fees are supported by a traffic study that establishes a nexus between necessary roadway improvements and the new traffic generated by the development, as required by AB 1600. For a complete list of these projects, please contact the appropriate jurisdiction. With high demand on such funds, and generally low availability, general funds are not considered a strong source of transportation funding.

SUMMARY OF EXPENDITURES

Transportation project cost estimates identified in the Action Element of the 2020-2040 Regional Transportation Plan total over \$1.3 billion. This amount includes all projects listed in both the short-term and long-term action plans as well as the fiscally unconstrained list. Table 13-8 shows the estimated cost for both the short-term and long-term action plans for each transportation mode. This table is included to illustrate the magnitude of funding needed to enhance and maintain the entire El Dorado County transportation system.

TABLE 13-8: COST ESTIMATES 2020-2040 REGIONAL TRANSPORTATION PLAN

Transportation Mode	Short-Term Action Plan 2020-2030 (Nominal* Dollars)	Long-Term Action Plan 2031-2040 (Nominal* Dollars)
Road and Highway Capacity	\$129,200,301	\$231,750,916
Road Maintenance and Rehabilitation	\$196,611,607	\$300,840,053
Transit	\$103,947,800	\$207,895,560
Active Transportation	\$29,426,242	\$34,806,520
Transportation Systems Management	\$27,272,000	\$98,662,204
Total	\$486,457,950	\$873,955,253

*Nominal dollars include real dollars plus inflation

COMPARISON OF EXPENDITURES TO REVENUE

Projected expenditures associated with the 2020-2040 Regional Transportation Plan must be constrained within the anticipated revenues. In Table 13-8 the short-term and long-term action plans for each mode are compared with the anticipated revenues for the 2020-2040 timeframe. Table 13-8 shows a nominal surplus in both the short-term and long-term planning horizons. It is assumed that reasonably available forecasted revenue is sufficient over the entire planning period to fund programmed and planned improvements. Pursuant to the 2017 California RTP Guidelines all project cost estimates are adjusted in this financial comparison for year of expenditure Dollars for those projects which have completion year estimates available. The annual forecast inflation factors provided by SACOG were used to estimate year of expenditure dollars for those projects which do not have year of completion estimates. All year of expenditure cost estimates are adjusted to be consistent with SACOG financial forecast projections.

TABLE 13-8: EXPENDITURE ESTIMATES AND ESTIMATED REVENUE COMPARISON

(Dollars Adjusted for Inflation to 2040 in Millions)

Transportation Mode 2020-2040	Nominal Dollars
Total Expenditures	\$1,360.41
Total Estimated Revenues	\$1,753.76

Source: SACOG MTP 2040 Forecast

Conclusions

Based on the preceding revenue / expenditure analysis, the West Slope of El Dorado County will have sufficient funding in place to implement all projects considered in the plan. However, this is likely to change or fluctuate over the life of this plan and will be updated again in 2025. Shortfalls are especially severe if all planned improvements were assumed to move forward and/or recession were to occur, which is likely to be the result of the 2020 pandemic. The revenue forecast assumptions are dependent upon continued use of local funds dedicated to transportation purposes. Throughout the 2040 horizon, it is likely that some planned transportation investments could be scaled back, phased, or even deferred to post-2040. Alternatively, to keep pace with future transportation infrastructure needs, new funding mechanisms and innovative fund management strategies will need to be considered in order to implement the planned improvements.

Financial Action Plan

Several actions are identified below to further support the objectives and policies contained within the Policy Element.

1. Promote funding of transportation projects identified in the RTP's Action Element consistent with the provisions included in the Plan's Policy Element.

2. Maximize the use of federal and state transportation funding sources.
3. Make the most efficient use of federal, state, regional and local transportation revenues and allocations in the programming and delivery of projects
4. Actively pursue new funding sources, such as a transportation sales tax measure, to address shortfalls in addressing critical transportation needs.
5. Encourage multi-agency packaging of projects for federal and state funding programs, where a regional strategy may improve chances of funding success.
6. Assist local jurisdictions to identify and obtain federal and state grant funding.
7. Develop and update the Regional Transportation Improvement Program, the Metropolitan Improvement Program, and the Project Delivery Plan.

FUNDING STRATEGY CONCEPTS

The financial projections do not keep pace with the significant transportation infrastructure improvements necessary to address the existing multi-modal needs in El Dorado County. This section of the Financial Element presents options that El Dorado County could consider in order to obtain additional revenues. Several funding mechanisms are introduced; however, the funding strategies are presented for information purposes and are not presented as recommendations for the 2020-2040 Regional Transportation Plan.

LOCAL TRANSPORTATION SALES TAX

Since 1984, state law has permitted counties to impose a sales tax dedicated to transportation purposes with the approval of a majority of the county voters. Approximately 17 counties passed transportation sales taxes between 1984 and 1994, generating billions of dollars for transportation purposes in those counties. In 1995, however, it was determined by the State Supreme Court that transportation sales taxes were special taxes and under Proposition 62, would require a two-thirds “super majority” approval of the voters. As of 2019, 25 of the 58 California Counties have passed one or more local sales tax measures to support transportation investments. The City of Placerville passed a local ½ cent sales tax measure in 2016 which generates revenue for the City’s roads and other linear public utilities. El Dorado County has not approved or passed a local sales tax measure and continues to maintain the minimum state sales tax of 7.25 percent. In 2019, the Director of the El Dorado County Department of Transportation estimated that a local sales tax increase of ½ cent would generate approximately \$10 million annually. This funding would then be available to leverage SB 1 programs such as the Local Partnership Program which incentivizes local sales tax measures or what is referred to as “self-help”.

PUBLIC/PRIVATE PARTNERSHIPS

Public/private partnerships involve cooperative development of projects involving the efforts of a private company and a public agency. Examples of joint development include the private development of a public facility, cooperative financing of public facilities, transfer of development rights, and density bonuses. The legal basis for joint development depends on the circumstances of the agreement; however, generally the authority to require dedication of land or exactions as a condition of development derives from the agency’s police power to protect public interests.

PEAK HOUR CONGESTION PRICING

This is a fee charged to those using transportation facilities during the peak period. As a user charge, it is neither a tax nor a toll and, therefore, not subject to state or federal tax restrictions. Congestion pricing, while raising additional funds, has secondary benefits for transportation systems. The imposition of user charges creates a disincentive to the use of transportation systems during peak periods. This provides motivation for transportation system users to spread their use to non-peak periods. As a result, the system demand is more evenly distributed, thus creating greater efficiency of use.

BOND MEASURES

Cities and counties may issue general obligation bonds payable through increased property taxes by a two-thirds majority vote of the general electorate. These bonds may be used to fund government services, including transportation improvements.

ROAD USER CHARGE PROPOSAL

The California Road Charge Technical Advisory Committee was established in 2014 by Senate Bill 1077 (Chapter 835, Statutes of 2014). SB 1077 created the California Road Usage Charge Pilot Program and tasked the Chair of the Commission, in consultation with the California State Transportation Agency (CalSTA) to convene a fifteen member Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax, gather public comment, and make recommendations to CalSTA regarding the design of a road usage charge pilot program. This effort concluded in 2018. However, the State continues to pursue a mileage tax or road user charge to support transportation investments. For the purposes of this Plan, this funding source was not considered as part of the financial assumptions.

INFORMATION ITEM**STAFF REPORT**

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER
SUBJECT: 2020-2040 REGIONAL TRANSPORTATION PLAN DRAFT ENVIRONMENTAL IMPACT REPORT

REQUESTED ACTION

None. This item is for information only.

BACKGROUND

State law requires each Regional Transportation Planning Agency (RTPA) to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) not less than every five years in non-urban regions. RTPs are planning documents developed by RTPAs in cooperation with Caltrans and other stakeholders, including transportation system users. The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments.

El Dorado County Transportation Commission (EDCTC) staff is currently updating the RTP, with the RTP scheduled for adoption in November 2020. The RTP Guidelines (GC Section 65080) state the RTP shall include a Policy Element, an Action Element, and a Financial Element.

Protection of the environment is an important public policy goal and it is an important aspect of public acceptance during project delivery; therefore, best regional planning practices seek to plan and implement transportation projects that avoid or minimize environmental impacts. The RTP and any subsequent revisions, amendments, or updates shall be in compliance with the California Environmental Quality Act (CEQA), which states that an Environmental Impact Report (EIR) will be prepared if an action will have a significant effect on the environment.

The RTP planning document, as well as the projects therein, are considered projects under CEQA. Subsequent RTP amendments or updates are discretionary actions that can also trigger CEQA compliance. As defined in CEQA statute section 21065, a project means "an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following: (a) An activity directly undertaken by any public agency; or (b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies".

Many RTPAs prepare a program EIR to analyze the environmental impacts of implementing their RTP. The purpose of the program EIR is to enable the RTPA to examine the overall effects of the RTP i.e. broad policy alternatives, program wide mitigation, growth inducing impacts and cumulative impacts can be considered at a time when the agency has greater flexibility to avoid unnecessary adverse environmental effects. Additionally, the RTP EIR should be crafted in such a manner that allows for environmental documents subsequently prepared for the individual projects to tier off of the program EIR to streamline the process.

DISCUSSION

The EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The EIR identifies issues determined to have no impact or a less than significant impact and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the Notice of Preparation were considered in preparing the analysis in the EIR.

The Draft RTP 2020-2040 EIR is attached to this staff report and will be released for 45-day Public review on Friday, September 5, 2020. The complete Draft RTP 2020-2040 is available on the EDCTC web page here; <https://www.edctc.org/rtp2040>. The Draft RTP EIR will be posted in that location on Friday September 4, 2020. Additional required noticing of the availability of the RTP EIR has already commenced. Draft elements of the RTP have been made available to the RTP Advisory Committee and were presented to the EDCTC Board as follows:

- Policy Element, Presented in October 2019
- Action Element, Presented in August 2020
- Financial Element, Presented in September 2020

The Draft 2020-2040 Public Outreach video remains available and can be viewed at <https://youtu.be/Jd4saY-jdD8>.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment: Draft 2020-2040 El Dorado County Regional Transportation EIR

(Provided under separate cover)

INFORMATION ITEM

STAFF REPORT

DATE: SEPTEMBER 3, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER
DAN BOLSTER, SENIOR TRANSPORTATION PLANNER
MARTIN CLARK, PROJECT MANAGER, CALTRANS DISTRICT 3
SUBJECT: SEPTEMBER 2020 PROJECT MONITORING REPORT

REQUESTED ACTION

None. This item is for information only.

BACKGROUND

In order to identify regional transportation project delivery issues and challenges, El Dorado County Transportation Commission (EDCTC) staff performs Planning, Programming, and Monitoring (PPM) duties for regionally significant projects in the EDCTC region. These PPM duties are conducted in collaboration with the El Dorado County Department of Transportation, City of Placerville Engineering Division, El Dorado Transit Authority, the Sacramento Area Council of Governments, and the Caltrans Department of Local Assistance.

DISCUSSION

The report includes projects funded with State Transportation Improvement Program, State Highway Operations and Protection Program, the Road Repair and Accountability Act of 2017 (Senate Bill 1) Programs, Congestion Mitigation and Air Quality, Surface Transportation Block Grant Program, Active Transportation Program, Highway Improvement Program, Local Transportation Fund, Bicycle/Pedestrian funds, as well as regionally significant projects funded with local funds, such as Traffic Impact Mitigation fees.

The report includes “project status symbols” to indicate whether a project:

- Is within current cost and schedule ✓
- Has potential cost and/or schedule impacts ?
- Has known cost and/or schedule impacts X

As a result of discussions between members of the El Dorado County Board of Supervisors, the public, Caltrans, and EDCTC staff about the need for the public to have ready access to information about Caltrans’ State Highway Operations and Protection Program (SHOPP) projects in El Dorado County, the report contains a map and information detailing Caltrans’ SHOPP projects in El Dorado County. The report also contains a spreadsheet that shows current grant-funded projects and studies.

Staff will provide the Commission with a brief oral summary of the Project Monitoring Report.

Approved for Agenda:

 Woodrow Deloria, Executive Director

Attachment A: September 2020 Project Monitoring Report (*provided under separate cover*)