

October 7, 2019

Teresa Favila
California Transportation Commission

1120 N Street, MS-52

Sacramento, CA  95814

RE: Solutions for Congested Corridors Guidelines

Dear Ms. Favila:

The Rural Counties Task Force (RCTF) met on September 27, 2019 and discussed the development of the Solutions for Congested Corridors Program (SCCP) Guidelines. While many of the rural counties do not have corridors that experience the level of congestion in more urban areas of the State, there are certainly rural corridors along the state highway system which are heavily impacted by congestion due to tourism and recreation, interregional travel, and peak seasonal events. For these reasons, the RCTF would like to support your recommendation to establish a goal or threshold for the SCCP to program one small project per year, two per cycle, with a maximum of 15% of total funding to be programmed to small jurisdictions, under a population of 250,000. Ensuring this minimum goal would greatly benefit rural counties who desperately need to invest in the rural transportation network in their communities.

An additional concern expressed by some RCTF members concerns Section 13, of the Draft SCCP guidelines. This section reads:

*Section 13. Multimodal Projects / Components / Elements*

*Project nominations that include multiple modes to be delivered in separate contracts (i.e. roadwork, rail work, bile lanes) will be called project components. Each of the project components must clearly identify the scope and the benefits (outputs/outcomes) each project component will achieve. If a project component does not show a clear connection or a benefit to the corridor that is being addressed, as demonstrated in a corridor plan, the Commission may choose not to fund that individual project component.*

Based on the requirements of this section, an agency that is delivering a multimodal project with bike, transit, rail, and/or roadway components would need to develop performance metrics for each of those modes. Rural agencies appreciate a focus on multimodal consideration for all corridor projects. However, requiring performance analytics for each mode individually would be costly and would impact the ability of small rural agencies to deliver projects.

As always, the RCTF greatly appreciates the coordination and partnership with CTC staff on the development of these and all of the funding program guidelines.

Sincerely,

Woodrow Deloria, Executive Director

**El Dorado County Transportation Commission**

Chair, Rural Counties Task Force