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MICHAEL WOODMAN, Executive Director


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## MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Executive Director's Report for the July 2021 Meeting

DATE: July 21, 2021

### UPDATE: ACTIVE TRANSPORTATION PROGRAM STATE BUDGET AUGMENTATION

At the June California Transportation Commission (CTC) meeting, Commission staff presented the Draft 2021 Active Transportation Program Augmentation Framework. This framework outlines how the CTC proposes to use the \$500 million in Active Transportation Program funds that are included in The Budget Act of 2021 (AB 128), as approved by the Senate and Assembly on June 14, 2021, subject to approval by the Governor. The framework also included an implementation schedule. Subsequent to the June CTC Meeting, the legislature passed Senate Bill (SB) 129 amending the Budget Act of 2021. SB 129 states that the \$500 million in Active Transportation Program funds for the 2021 Active Transportation Program Augmentation shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. In other words, the legislature and the Governor need to pass another bill before the Commission can proceed with the 2021 Active Transportation Program Augmentation. NCTC staff will continue to monitor the status of the proposed State Budget Active Transportation Program Augmentation.

### SR 49 CORRIDOR IMPROVEMENT PROJECT - SUBMITTAL OF FEDERAL EARMARK REQUESTS UPDATE

NCTC staff in coordination with the County Board of Supervisors Office and Nevada County Department of Public Works submitted a federal earmark request in the amount of \$15 million necessary to fund the State Route (SR) 49 Corridor Improvement Project – Phase 1, for consideration by Congressman Doug LaMalfa, Senator Alex Padilla, and Senator Diane Feinstein.

The SR 49 Corridor Improvement Project – Phase 1 proposes construction of segments of northbound and southbound truck climbing lanes, auxiliary lanes, 10' shoulders, a 16' wide continuous two-way left turn-lane and eliminates the existing merge points, improving the highway segment between the terminus of the previous project at La Barr Meadows Road (Post Mile 10.8) and to the south of the McKnight

Way Interchange (Post Mile 13.3) to four lanes. The project also includes right turn lanes in the southbound direction at Crestview Drive, Smith Road, Bethel Church Way, and Wellswood Way.

Congressman LaMalfa had submitted our project as one of his five Member Designated Project funding requests, but ultimately it was not selected by the House Transportation and Infrastructure Committee.

NCTC staff recently were informed that Senator Padilla has requested \$10 million for the SR 49 Corridor Improvement Project – Phase 1. In the coming weeks, the Senate Transportation-Housing and Urban Development (T-HUD) Subcommittee will be vetting submissions and making decisions regarding which projects will ultimately be included in the upcoming Fiscal Year 2022 spending legislation. Competition for T-HUD dollars is going to be particularly fierce, as Senator Padilla and other members of the Senate have submitted a large number of project requests, but the project has cleared the first hurdle in the Senate's federal earmark process. NCTC staff will continue to monitor the process.

### FINAL CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE

On July 12, 2021 the California State Transportation Agency (CalSTA) announced the adoption of the final Climate Action Plan for Transportation Infrastructure (CAPTI) <https://calsta.ca.gov/-/media/calsta-media/documents/capti-july-2021-a11y.pdf>. Through the adoption of the CAPTI, CalSTA has indicated that California will prioritize sustainable transportation projects in funding decisions as part of a new climate action strategy. Under the new strategy adopted today, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals.

To steer those investments, the plan has 10 guiding principles:

- Building toward an integrated, statewide rail and transit network
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Advancing investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure
- Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
- Making safety improvements to reduce fatalities and severe injuries of all users toward zero
- Assessing physical climate risk for transportation infrastructure projects
- Promoting projects that do not substantially increase passenger vehicle travel
- Promoting compact infill development while protecting residents and businesses from displacement
- Developing a zero-emission freight transportation system
- Protecting natural and working lands.

NCTC staff in coordination with the North State Super Region and California Rural Counties Task Force, will continue to monitor implementation of the CAPTI investment strategies to ensure that critical rural transportation improvements are not disadvantaged in state funding decisions.