

EXECUTIVE DIRECTOR'S REPORT

DATE: MAY 2, 2024
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

The following is an overview of the issues, projects, and coordination currently being advanced by EDCTC.

TRANSPORTATION PLANNING

Regional Transportation Plan

EDCTC is working on the 2025-2045 Regional Transportation Plan (RTP). The Regional Transportation Plan Advisory Committee (RTPAC) met on Tuesday, January 30. EDCTC staff continues to develop the Policy element, including the Goals, Objectives, and Policies which were reviewed and discussed at the second RTPAC meeting held on April 17, 2024. EDCTC released a Request for Proposals for consultant support for the preparation of the RTP Environmental Impact Report, proposals are due on Monday May 6, 2024.

Next Generation Transportation Investments Strategy

EDCTC was awarded \$217,124 in sustainable transportation planning grant funding for the preparation of a "Next Generation Transportation Investments Strategy," to provide data, analytics, and information to support transportation investments across the west slope of El Dorado County. The completed planning strategy will support EDCTC in adapting to changes in transportation funding policies at the State and Federal levels that emphasize performance outcomes toward equity, adaptation, and resiliency, and combating climate change. EDCTC awarded a contract award to Fehr and Peers at the February EDCTC meeting. The project team met on April 2 and the consultant has prepared a draft public outreach strategy and draft transportation survey. The Next Gen Strategy will closely align with and support the development of the Regional Transportation Plan.

US 50 Camino Signage and Wayfinding Access Mitigation Plan

On September 6, EDCTC applied for Rural Planning Assistance grant funding to support the US 50 Camino Signage and Wayfinding Access Mitigation Plan. On October 2, EDCTC received an award letter securing \$85,000 in Rural Planning Assistance grant funding. This plan will identify locations and a theme for signage and wayfinding infrastructure to help mitigate loss of access across US 50 from the recent US 50 Camino Safety Project. The scope of work includes extensive public and stakeholder engagement to establish a theme, which is consistent with the character of the area. EDCTC staff has received the Notice to Proceed. A Stakeholder Advisory Committee was ratified by the Commission on December 7, 2023. EDCTC awarded a contract to Merje/GreenDot at the February EDCTC meeting. The project held the first stakeholder advisory committee meeting on March 13 and took the consulting team on a tour of the region. The next stakeholder meeting is scheduled for early May.

Active Transportation Program

The California Transportation Commission is holding stakeholder meetings for development of the Cycle 7 program guidelines. EDCTC has been attending meetings, coordinating with partner agencies, and preparing for the next round of competitive applications. EDCTC is working with El Dorado County and Placerville staff to determine potential projects. EDCTC and County staff participated in a virtual site visit with the CTC on March 14, to discuss opportunities to resubmit past projects and consider new projects for the Cycle 7 call for projects released in late March.

PARTNER AGENCY COORDINATION

El Dorado Transit Authority

For the month of March 2024, ridership across all three (3) modes of service continued to trend up. Fiscal Year-to-date ridership was up 21.9%. Compared to March 2023, overall ridership increased by 15.9% during March 2024, Demand Response ridership increased by 35.1%, Local Fixed Route ridership increased by 15.3%, Commuter ridership increased by 2.4%. The Sacramento /Tahoe Connector service decreased 7.2%. Due to increased demand, El Dorado Transit is adding another commuter bus to downtown Sacramento beginning May 6, 2024.

El Dorado County

Project Delivery Oversight

EDCTC is monitoring County project allocation requests, bid awards, and planning activities for EDCTC related projects. EDCTC staff is also monitoring development activity, providing comment letters, and attending County planning TAC meetings when warranted. EDCTC regularly works with El Dorado County staff to amend the SACOG MTIP for El Dorado County Department of Transportation projects.

Transportation Demand Management

EDCTC staff continues to work with El Dorado County GIS staff on improvements and updates to the El Dorado County bike map which can be found on the EDCTC web page. Registration is open for the 2024 Sacramento Region May is Bike Month campaign at <https://www.lovetoride.net/sacregion>. The Friends of El Dorado Trail organization is working on details for a potential event along the El Dorado Trail in May.

Urban Surface Transportation Block Grant Program Funds

EDCTC has included all of the recently programmed STBG projects in the EDCTC Project Monitoring Report and SACOG MTIP. EDCTC continues to monitor STBG project delivery. Future STBG cycles will be competitive through SACOG, EDCTC will support partner agencies in preparing funding applications. EDCTC and El Dorado County worked through the de-obligation of funds for the Meder Road rehabilitation project, the remaining funds were re-programmed to the Missouri Flat Bicycle and Pedestrian Overcrossing project at the April EDCTC meeting.

City of Placerville

Federal PROTECT Program

EDCTC applied for Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program funding on August 21, 2023. The application requested \$3,750,000 to complete the environmental approvals, engineering design, and right-of-way to install the necessary infrastructure to conduct Trip to Green on an as-needed basis. The Federal PROTECT program awards were announced on April 11, 2024, EDCTC was not awarded funding in this round.

State Climate Adaptation Program

At the December 2023 California Transportation Commission meeting, the City of Placerville and EDCTC were awarded Climate Adaptation Program funding for the US 50 Trip to Green Congestion Management and Resiliency Strategy. The \$3,750,000 will support the completion of the environmental approvals, engineering design and right-of-way to install the necessary infrastructure to conduct Trip to Green on an as-needed basis. EDCTC is coordinating with the City of Placerville and Caltrans to start work on the Project Initiation Document. Caltrans District 3 approved a Project Study Report/Project Report process. EDCTC, the City of Placerville and Caltrans are working to determine cost estimates and timing for completion of this initial phase.

SACOG

Metropolitan Transportation Plan/Sustainable Communities Strategy

EDCTC is working with SACOG, El Dorado County, and the City of Placerville on the next update of

the MTP/SCS (2025 Blueprint). SACOG has issued a Call for Projects encouraging partner agencies to update projects in the MTIP. EDCTC has been working with the City of Placerville and El Dorado County to ensure all projects are updated accordingly. EDCTC is also supporting SACOG with their consultant selection for the US 50 Comprehensive Multi-Modal Corridor Plan (CMCP).

EDCTC staff is serving on the SACOG Staff Member Funding Round Working Group. Director Deloria was appointed as the Chair of this six-county funding working group. Chair Thomas was appointed as Chair of the SACOG Board Member Funding Round Working Group. This effort will help shape how future funding rounds are administered, including the performance metrics and criteria used for project ranking and selection. The SACOG staff funding round working group last met on April 12, chaired by Director Deloria.

US 50 Harvest Season Traffic Management

EDCTC staff has been coordinating with Caltrans and El Dorado County on the development of a harvest season traffic management Standard Operating Procedures (SOP). An SOP will provide future traffic management guidance focused around the harvest season on US 50 and the Camino or Apple Hill region. EDCTC staff facilitated a meeting on January 19, with Caltrans, El Dorado County, the City of Placerville, and Supervisor Thomas. EDCTC will lead the development of the SOP which will ultimately be adopted by each respective agency responsible for traffic management along the US 50 corridor.

EDCTC PROJECT OVERSIGHT AND ADMINISTRATION

Congestion Mitigation and Air Quality

EDCTC continues to monitor CMAQ project delivery for projects programmed with CMAQ in FY 2022/23 for both the City and County. Future CMAQ cycles will be competitive through SACOG, and EDCTC will support partner agencies in preparing funding applications.

Partner Agency Project Delivery

EDCTC is responsible for oversight of project delivery regarding transportation funding programmed to local agencies such as the City of Placerville and El Dorado County. One aspect of this oversight is ensuring that project invoicing is submitted consistent with the funding requirements for various state and federal funding sources administered by Caltrans. One of the primary requirements is that projects are invoiced on a regular basis to ensure timely use of funds and retain all funds programmed to a given project. Caltrans monitors project delivery closely and maintains a published list of those projects which have not been invoiced within the last 6 months or more, known as the Inactive List. This list is published on the Caltrans website for local agencies such as EDCTC to monitor and work with local cities and counties to ensure invoices are submitted in a timely manner. Ultimately, if a city or county does not submit an invoice within 11 months and does not provide justification as to why, the obligated funds could be removed from the project and programmed elsewhere.

The City of Placerville has two projects on the inactive list. However, neither has an unexpended balance at risk. El Dorado County has five projects on the inactive list, three of which have had invoices submitted on April 19. The remaining two are finalizing paperwork to be submitted by May 4.

3rd Quarter Inactive Projects					
Agency	Project Name	Agency Action Required	Number of Months	Unexpended Balance	Activity
City of Placerville	Broadway from Blairs Ln. to Point View Dr. - Widen shoulders to add Class II Bike Lanes	Project is inactive. Funds at risk. Invoice immediately.	31	\$0.00	
City of Placerville	HWY 50 at Ray Lawyer Dr. New on-ramp, sidewalk, bike lane on local road.	Invoice Under Review by Caltrans. Monitor for Progress. Received by LPA 3/26/24	120	\$0.00	Invoice Submitted
El Dorado County	El Dorado Trail Extension - Halcon Road to US 50 Bicycle and Pedestrian Trail	Project is inactive. Funds at risk. Invoice immediately.	7	\$169,764.26	Invoice Submitted 4/19/24
El Dorado County	On Newtown Road over South Fork of Weber Creek .7 Miles West of Snows Road - Bridge Replacement	Project is inactive. Funds at risk. Invoice immediately.	7	\$151,879.39	Invoice Submitted 4/19/25
El Dorado County	At Missouri Flat Road .8 Miles South of Golden Center Drive - Construct Bicycle Trail Connection, Extend Curb, Gutter and Sidewalk	Project is inactive. Funds at risk. Invoice immediately.	7	\$84,033.31	Final Paperwork Being Completed by Project Manager. Invoice to be Submitted by 5/4/24
El Dorado County	Green Valley Road over Indian Creek .9 Miles North of Greenstone Road - Bridge Replacement	Project is inactive. Funds at risk. Invoice immediately.	7	\$40,000.00	Invoice Submitted on 4/23/24
El Dorado County	Green Valley Road at Tennessee Creek - Bridge Construction	Project is inactive. Funds at risk. Invoice immediately.	6	\$11,195.17	Final Paperwork Being Completed by Project Manager. Invoice to be Submitted by 5/4/24
Updated by Caltrans on		4/17/2024			

STATE TRANSPORTATION LEGISLATION AND FUNDING

Caltrans System Investments Strategy

In early March, Caltrans released the Draft Caltrans System Investment Strategy (CSIS) for review and comment. The review period is open until April 15, 2024. EDCTC staff have been engaged with Caltrans and the California State Transportation Agency (CalSTA) throughout the development of this recent draft, providing many comments and suggestions along the way. The Draft CSIS document and comment form can be found here: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/corridor-and-system-planning/csis>. CSIS is intended to be the guiding policy document for Caltrans to lead climate action and advance social equity through targeted transportation investments that are in alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI, 2021) set forth by CalSTA. CSIS will be used by Caltrans to determine how investments are made on the state system to support the policies and targets set in motion by Governor Newsom's two Executive Orders N-19-19 and N-79-20. EDCTC staff will be submitting additional comments on the Draft CSIS to advocate that consideration and recognition be given to rural context, resource limitations, climate threats, high visitation, and other issues and opportunities facing our rural and suburban transportation network.

State Budget 2024/25

Governor Gavin Newsom's Fiscal Year 2024/25 budget proposal, released on January 10, 2024, includes significant allocations and strategies impacting transportation infrastructure in California. The total budget is set at \$291 billion, with a substantial portion dedicated to transportation funding, amounting to \$19.6 billion. This investment aims to address a projected \$37.86 billion shortfall while maintaining the state's fiscal stability.

Key highlights of the transportation infrastructure investments in the budget are:

1. **Transit and Rail Infrastructure Projects:** The budget allocates \$7.7 billion for high-priority transit and rail infrastructure projects. These projects are focused on improving connectivity

- between state and local/regional services, with an emphasis on reducing traffic congestion and greenhouse gas emissions.
2. **High-Speed Rail Authority:** An investment of \$4.2 billion from Proposition 1A is dedicated to continuing the construction of the 119-mile Central Valley Segment of the high-speed rail from Madera to just north of Bakersfield.
 3. **Grade Separation Projects:** The budget includes \$350 million for grade separation projects. These are critical for enhancing safety and streamlining the movement of traffic and rail by separating the vehicle roadway from the rail tracks.
 4. **Zero Emission Transit Capital Program:** The budget proposes \$1.1 billion for the state's Zero Emission Transit Capital Program, highlighting the state's commitment to environmentally friendly transportation solutions.
 5. **State Transit Assistance:** An allocation of \$1.24 billion is set for State Transit Assistance, supporting the broader transit infrastructure.

However, in the face of the significant budget gap, some adjustments have been made:

- A delay of \$3.1 billion in funding from transit and intercity rail programs is proposed, aligning with expenditure schedules. This includes \$2.1 billion from the competitive Transit and Intercity Rail Capital Program and \$1 billion for the formula Transit and Intercity Rail Capital Program, with the delays stretching as late as 2027/28.
- A reduction in active transportation funding by \$200 million is also noted, alongside a delay of \$400 million from 2021/22 to align with expenditure schedules.

Overall, the budget reflects a balanced approach, striving to maintain essential investments in transportation infrastructure while addressing the fiscal challenges faced by the state. The California Transit Association has expressed support for the proposal, recognizing the importance of public transportation and its role in advancing the state's environmental, public health, and equity goals.

The California Legislature reconvened its 2024 session on January 3, 2024. February 16 was the last day new bills could be introduced into each house. Some of the bills that EDCTC is tracking include the following. New proposals are highlighted in red.

AB 6 – Friedman (D): Transportation Planning : Regional Transportation Plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions

Current law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization, to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities' strategy and the state's climate goals.

Status: Failed Deadline in Senate (7/14/23) may be acted upon January 2024

AB 7 – Friedman (D): Transportation Planning: Project Selection Process

The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified principles into their existing program funding guidelines and processes.

Status: Failed Deadline in Senate (9/14/23) may be acted upon January 2024

AB 2535 – Bonta (D): Trade Corridor Enhancement Program

Current law requires the California Transportation Commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate, upon appropriation by the Legislature, revenues from a specified portion of the state excise tax on diesel fuel and certain federal funds for infrastructure projects located on or along specified transportation corridors. Under existing law, eligible projects under the program include highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation or efforts to reduce environmental impacts of freight movement. This bill would prohibit the commission from allocating funding under the program to a project that adds a general-purpose lane to a highway or expands highway capacity in a community that meets certain criteria relating to pollution impacts.

Status: Referred to Committee on Transportation and Natural Resources (3/4/24)

AB 2626 – Dixon (R): Advanced Clean Fleets regulations: local governments

Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution. The state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would extend the compliance dates for local government set forth in the Advanced Clean Fleets Regulation by 10 years. The bill would prohibit the state board from taking enforcement action against a local government for violating the Advanced Clean Fleets Regulation if the alleged violation occurs before January 1, 2025.

Status: Referred to Committee on Transportation and Natural Resources (3/4/24)

AB 3177 – Carrillo, Wendy (D): Mitigation Fee Act: mitigating VMT

Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within a one-half mile of a transit station. Current law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a one-half mile of a transit priority area for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define "transit priority area" as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

Status: From printer (2/17/24), May be heard in committee March 18

SB 947 – Seyarto (R): Department of Transportation: state highway projects

Would require the Department of Transportation, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes the department responsible for any additional costs associated with a new project design adopted by the department after the project is included in the state transportation improvement program or the state highway operation and protection program, as specified. The bill would also make this provision applicable to agreements in effect as of January 1, 2025.

Status: Referred to Committee on Transportation (2/21/24),

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

EDCTC staff is working with County, City of Placerville, and El Dorado Transit partners to consider, and to apply for, new and expanded competitive grant programs in the Bipartisan Infrastructure Law

(BIL) anticipated to launch over the course of the next year. Some of the programs under consideration include the following:

- **Safe Streets for All (\$6 Billion)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15 Billion)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14 Billion)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6 Billion)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0 Billion)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **MEGA Projects (\$15 Billion)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7 Billion)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$15.77 Billion)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5 Billion)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1 Billion)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.78 Billion)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.

- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1 Billion)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2 Billion)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting April 4, 2024)*

4/5/24	CTC – Equity Advisory Committee Meeting
4/5/24	Trip to Green PSR/PID Meeting
4/5/24	Zartico Discussion
4/8/24	SACOG Policy and Innovation Meeting
4/8/24	CARTA Technical Advisory Committee
4/9/24	CTC Hearing Regarding Tolling on Interstate 80 in Yolo County
4/10/24	SACOG Staff Funding Round Working Group
4/11/24	CTC/CARB/HCD Meeting
4/11/24	Lotus Road Discussion with Caltrans
4/14-17/24	Cap-to-Cap 2024
4/18/24	SACOG Board Meeting
4/19/24	Met with C. Morris Regarding Trip to Green
4/19/24	US 50 Camino Signage and Wayfinding Preview with Merje
4/19/24	SR 49 Classification Discussion with Caltrans
4/19/24	RPA Grant Discussion with Caltrans - E. Thompson
4/19/24	Phone Call with Caltrans – C. Peri
4/22/24	EDCTC TAC Meeting
4/24/24	2024/25 Overall Work Program Budget Review with Supervisor Thomas and Mayor Neau
4/25/24	Trail Counter Data Discussion with EDC
4/26/24	Project Level Conformity Group Meeting with SACOG
4/26/24	SACOG Mega-Region Working Group
4/29/24	Caltrans District 3 Obligation Plan Meeting
5/1/24	Agenda Review with Supervisor Turnboo
5/2/24	SACOG Transportation Meeting
5/2/24	EDCTA Board Meeting