



TECHNICAL ADVISORY COMMITTEE

AGENDA

Monday, November 21, 2022, 1:30 PM

To join the meeting:

The virtual meeting access information will be emailed.

DRAFT COMMISSION AGENDA REVIEW

1. AB 361 REMOTE TELECONFERENCING (DELORIA)
REQUESTED ACTION: Adopt Resolution 22/23.14 making findings and declaring intent to continue remote or hybrid teleconferencing meetings pursuant to Government Code section 54953(e)(3) as a result of ongoing concerns related to COVID-19 as authorized under Assembly Bill 361.
2. MINUTES FOR THE OCTOBER 6, 2022, COMMISSION MEETING (KEFFER)
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the October 6, 2022, Commission meeting.
3. SEPTEMBER 2022 CHECK REGISTER (THOMPSON)
REQUESTED ACTION: Receive and file the September 2022 Check Register.
4. 2023 COMMISSION MEETING CALENDAR (KEFFER)
REQUESTED ACTION: Consider and adopt the meeting calendar for 2023 and cancel the July 6 meeting.
5. DESIGNATE A REPRESENTATIVE FOR THE 2023 CAP-TO-CAP ADVOCACY EFFORT (DELORIA)
REQUESTED ACTION: Designate the Executive Director to represent El Dorado County Transportation Commission at the 2023 Cap-to-Cap advocacy effort, in Washington D.C., scheduled for April 22 through April 26, 2023.
6. OVERALL WORK PROGRAM VS. ACTUAL COMPARISON FISCAL YEAR 2022/23 REPORT (THOMPSON)
REQUESTED ACTION: Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year 2022/23 July – September Report.

BUSINESS ITEMS

7. FISCAL YEAR 2022/23 OVERALL WORK PROGRAM, BUDGET, AND GOALS AND OBJECTIVES, AMENDMENT 1 (THOMPSON)
REQUESTED ACTION: Adopt Resolution 22/23.15 approving Amendment 1 to the Fiscal Year 2022/23 Overall Work Program, Budget, and Goals and Objectives
8. FISCAL YEAR 2021/22 AUDIT REPORTS (THOMPSON)
REQUESTED ACTION: Receive and file the Fiscal Year 2021/22 Audit Reports.

INFORMATION ITEM

9. FEDERAL HIGHWAY ADMINISTRATION CORRECTIVE ACTION (DELORIA)
REQUESTED ACTION: None. This item is for information only.
10. US 50 CORRIDOR TRIP TO GREEN DRAFT ENGAGEMENT SUMMARY, PUBLIC WORKSHOPS, US 50 REVENUE ALTERNATIVES DRAFT MEMO (BARTON)
REQUESTED ACTION: None. This item is for information only.

11. ASSEMBLY BILL 2449: NEW LEGISLATION REGARDING TELECONFERENCING (GILLICK)
REQUESTED ACTION: Provide staff direction regarding future Commission meeting participation options including continuing to provide AB 361 findings through February 2023; use of AB 2449 “just cause” and “emergency circumstances” for unexpected remote participation after January 1, 2023; and following traditional Brown Act teleconference meeting requirements with notice on the agenda of public teleconference meeting locations.

MEMBER SHARING

ADJOURNMENT

The next TAC meeting is scheduled for January 23, 2023.

CONSENT CALENDAR**STAFF REPORT**

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: AB 361 REMOTE OR HYBRID TELECONFERENCING

REQUESTED ACTION

Adopt Resolution 22/23.14 making findings and declaring intent to continue remote or hybrid teleconferencing meetings pursuant to Government Code section 54953(e)(3) as a result of ongoing concerns related to COVID-19 as authorized under Assembly Bill 361.

BACKGROUND

Effective October 1, 2021, Assembly Bill (AB) 361 modified the provisions of the Ralph M. Brown Act ("the Brown Act") related to holding teleconference meetings during a proclaimed state of emergency when state or local officials have imposed, or recommended measures related to physical distancing which warrant holding meetings remotely.

The modifications to the requirements of the Brown Act related to open public meetings due to the COVID-19 pandemic which may continue under AB 361 include the following:

- Waiving the requirement that the notice of each meeting location be provided for those members of the legislative body (board or committee) participating in the meeting;
- Waiving the requirement that each meeting location be accessible to members of the public;
- Waiving the requirement that members of the public be able to address the legislative body (board and committee) at each meeting location;
- Waiving the requirement that agencies post agendas at all meeting locations; and
- Waiving the requirement that at least a quorum of the legislative body (board and committee) participate from locations within the boundaries of the territory over which they exercise jurisdiction.

El Dorado County Public Health Officer's Recommendations for Safe Board and Commission Meetings During COVID-19 Pandemic dated September 30, 2021, makes the following recommendations to allow virtual-attendance meetings to continue:

- Offer attendees a remote access option to the extent possible, while meeting the intent of the Brown Act about transparency and full participation;
- Arrange seating to encourage staff and members of the public to physically distance;
- Clearly post messages instructing people not to enter meeting venues when they feel unwell and to follow current guidelines for face-coverings, vaccination, and testing, when applicable.

DISCUSSION

If the Commission desires to continue to meet utilizing virtual or hybrid meeting rules, AB 361 requires an ongoing finding every 30 days that the Commission has reconsidered the circumstances of the state of emergency and that state or local officials continue to recommend measures to promote social distancing. Gov. Code 54953(e)(3).

Governor Newsom issued Executive Order N-04-22 on February 25, 2022, which lifted many of the provisions related to the COVID-19 emergency while maintaining certain measures to support the ongoing response and recovery effort. Although a portion of the emergency provisions have been lifted the Governor's March 4, 2020, State of Emergency Proclamation as it related to the COVID-19 pandemic remains active.

Local and state rules related to COVID-19 and wearing face masks have also been updated. Although face masks are now recommended, and not required, in most indoor settings for vaccinated and unvaccinated individuals, in workplaces employers remain subject to the CalOSHA Emergency Temporary Standards. Section 3205 of the CalOSHA Emergency Temporary Standards continues to regulate Close Contacts, within 6 feet of another, and physical distancing continues to be recommended. These CalOSHA requirements remain in effect until December 2022.

The Governor's state of emergency remains, and the CalOSHA Regulations related to social distancing remain in place. Furthermore, the County of El Dorado Public Health Officer's September 30, 2021, recommendations related to AB 361 meetings remain in place. Based on these regulations the findings to support teleconference meetings pursuant to section 54953(e)(1) can continue to be made.

Although adverse impacts are decreasing, there remains risks associated with COVID-19, the ability to meet in person, and the State regulations impose of recommended measures to promote social distancing. Providing remote or hybrid meetings allows the public, Commission members, and staff to participate in Commission meetings remotely when they unexpectedly don't feel well on the day of the meeting or are isolating due to an exposure to COVID-19. Commission staff is continuing to monitor the status of the Governor's state of emergency proclamation, state regulations and orders related to social distancing, and health and safety conditions related to COVID-19 and confirms that said conditions continue to exist that warrant remote or hybrid teleconferencing meetings.

There are resources to implement a hybrid model when conducting meetings. This model will offer the Commissioners, staff, and members of the public the option of attending meetings virtually or in-person. It is recommended that the Commission find that state and local officials continue to recommend measures to promote social distancing, therefore, the next regularly scheduled Commission meeting will be a hybrid meeting and the Commission will continue to consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 22/23.14



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: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 22/23.14

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION REGARDING THE RALPH M. BROWN ACT AND PROVISIONS UNDER AB 361 MAKING FINDINGS AND DECLARING TO CONTINUE REMOTE OR HYBRID TELECONFERENCE MEETINGS PURSUANT TO GOVERNMENT CODE 54953(e) DURING THE ONGOING COVID-19 PANDEMIC STATE OF EMERGENCY DECLARED BY GOVERNOR NEWSOM

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, On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic; and

WHEREAS, the proclaimed state of emergency remains in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the "Brown Act"), provided certain requirements were met and followed; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21 that clarified the suspension of the teleconferencing rules set forth in the Brown Act, and further provided that those provisions would remain suspended through September 30, 2021; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 that permits a legislative body subject to the Brown Act to continue to meet under abbreviated teleconference procedures until January 1, 2024; and

WHEREAS, on September 30, 2021, the El Dorado County Public Health Officer released "Recommendations for Safe Board and Commission Meetings During COVID-19 Pandemic" supporting compliance with AB 361; and

WHEREAS, EDCTC has an important governmental interest in protecting the health, safety, and welfare of those who participate in meetings of EDCTC's legislative body subject to the Brown Act; and

WHEREAS, as a consequence of the emergency related to COVID-19, to allow for physical distancing and remote meeting attendance, the Commission intends to continue to invoke the provisions of AB 361 as provided in Government Code section 54953, subd. (e) and such meetings of

the Agency shall comply with the requirements to provide the Commission members and the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953.

NOW THEREFORE, BE IT RESOLVED, by the El Dorado County Transportation Commission as follows:

1. The foregoing recitals are true and correct.
2. The meetings of the Commission, including this meeting, may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e) of Government Code section 54953 due to the impacts of COVID-19, the Governor's state of emergency proclamation, and state and local recommendations.
3. EDCTC Commissioners hereby consider the current conditions of the state of emergency and the state and local recommendations and regulations related the social distancing and reauthorizes remote or hybrid teleconference meetings.
4. Staff is hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Commission in accordance with subdivision (e) of the Government Code section 54953 and other applicable provision of the Brown Act for remote or hybrid teleconference meetings.
5. Staff is further directed to continue to monitor the conditions and health and safety conditions related to COVID-19, the status of the Governor's state of emergency, the local orders related to physical distancing, and the state regulations related to social distancing, and present to the Commission at its regularly scheduled meeting the related information and recommendations for remote or hybrid meetings pursuant to the provisions of Government Code Section 54953(e) and to extend the time during which the Commission may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission on December 1, 2022, by the following vote:

Vote pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

CONSENT CALENDAR

STAFF REPORT

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DANA KEFFER, EXECUTIVE ASSISTANT/SECRETARY TO THE COMMISSION
SUBJECT: OCTOBER 6, 2022, COMMISSION MEETING

REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the October 6, 2022, Commission meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment: October 6, 2022, 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: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo
Woodrow Deloria, Executive Director

ACTION MINUTES

Regular Meeting, Thursday, October 6, 2022, 2:00 PM

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Hidahl called the meeting to order at 2:00 PM and led the Pledge of Allegiance.

ATTENDANCE: Chair Hidahl, Vice Chair D. Thomas, Commissioners Borelli, Parlin, Taylor, W. Thomas, Turnboo, and Caltrans Ex Officio Alex Fong. ABSENT: South Lake Tahoe Ex Officio Bass

ADOPTION OF AGENDA AND CONSENT CALENDAR

There were no public comments received.

ACTION: Commissioner Borelli made a motion to adopt the agenda and to approve or adopt items 1-6 on the Consent Calendar. The motion was seconded by Commissioner Wendy Thomas which carried as follows:

MOTION/SECOND: Borelli/W. Thomas

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: None

1. AB 361 REMOTE TELECONFERENCING

REQUESTED ACTION: Adopt Resolution 22/23.10 making findings and declaring intent to continue remote or hybrid teleconferencing meetings pursuant to Government Code section 54953(e)(3) as a result of ongoing concerns related to COVID-19 as authorized under Assembly Bill 361.

2. MINUTES FOR THE SEPTEMBER 1, 2022, COMMISSION MEETING

REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the September 1, 2022, Commission meeting.

3. AUGUST 2022 CHECK REGISTER

REQUESTED ACTION: Receive and file the August 2022 Check Register.

4. TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2021/22 STATE OF GOOD REPAIR FUNDS ACTUAL ALLOCATION AND CLAIM

REQUESTED ACTION: Adopt Resolution 22/23.11 to approve the Transportation Development Act Fiscal Year 2021/22 State of Good Repair Funds Actual Allocation and Claim.

5. TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2022/23 APPORTIONMENT AND ALLOCATION FOR LOCAL TRANSPORTATION FUNDS, REVISED STATE TRANSIT ASSISTANCE FUNDS, AND REVISED STATE OF GOOD REPAIR FUNDS

REQUESTED ACTION: Adopt Resolution 22/23.12 approving the Transportation Development Act Fiscal Year 2022/23 Apportionment and Allocation for Local Transportation Funds, Revised State Transit Assistance Funds, and Revised State of Good Repair Funds.

6. TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND BICYCLE AND PEDESTRIAN FUND CLAIM FROM THE EL DORADO COUNTY COMMUNITY DEVELOPMENT AGENCY FOR THE DEPARTMENT OF TRANSPORTATION

REQUESTED ACTION: Adopt Resolution 22/23.13 approving a Transportation Development Act Local Transportation Fund Bicycle and Pedestrian Fund claim from the El Dorado County Community Development Agency for the Department of Transportation in the amount of \$11,404.44 to complete the Missouri Flat El Dorado Trail Class I Connection.

OPEN FORUM

There was no public comment.

INFORMATION ITEM

7. OCTOBER 2022 PROJECT MONITORING REPORT

REQUESTED ACTION: None. This item is for information only.

There was no public comment.

EXECUTIVE DIRECTOR'S REPORT

SOUTH LAKE TAHOE - CALTRANS – COMMISSIONER COMMENTS

RECESS TO CONFIDENTIAL CLOSED SESSION

The Commission recessed to Closed Session at 3:17pm

8. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION. GOVERNMENT CODE SECTION 54956.9 SUBDIVISION (d) (1) BURGHARDT V. KNAPP, ET AL. EL DORADO SUPERIOR COURT CASE NO. 22CV0685

REQUESTED ACTION: Receive information and provide direction regarding the defense of the above referenced lawsuit.

There was no public comment

RECONVENE TO OPEN SESSION AND CONFIDENTIAL CLOSED SESSION REPORTS

The Commission reconvened to Open Session at 3:36pm. There was no action reported.

ADJOURNMENT

The meeting was adjourned at 3:38PM.

The next regular meeting is scheduled for 2:00 PM on November 3, 2022.

CONSENT CALENDAR

STAFF REPORT

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: SEPTEMBER THROUGH OCTOBER 2022 CHECK REGISTER

REQUESTED ACTION

Receive and file the September through October 2022 Check Register (Attachment A).

BACKGROUND AND DISCUSSION

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

- David Turch & Associates... \$5,417.00
David Turch & Associates... \$10,834.00
July through September 2022 Federal advocacy services, Work Element 410. This contract was approved at the April 2, 2020, EDCTC meeting.
AIM Consulting... \$14,464.96
AIM Consulting... \$7,981.85
August through September 2022, professional services for the Public Outreach for Trip to Green, Work Element 253. The contract was approved at the June 3, 2021, EDCTC meeting.
Extreme Towing... \$14,510.32
Extreme Towing... \$13,367.25
August through September 2022 professional services for the Freeway Service Patrol Program, Work Element 130. The contract with Extreme Towing was approved at the May 6, 2021, EDCTC meeting.
DKS Associates... \$11,293.03
DKS Associates... \$2,864.59
August through September 2022, professional services for the SR 49 Confluence Study, Work Element 259. This contract was approved at the September 2, 2021, EDCTC meeting.
DKS Associates... \$5,071.14
DKS Associates... \$4,352.08
August through September 2022, professional services for the Wildfire Evacuation Preparedness Plan, Work Element 265. The contract was approved at the March 3, 2022, EDCTC meeting.
Wood Rodgers... \$20,126.82
Wood Rodgers... \$895.58
August through September 2022 professional services for the 50 Corridor System User Analysis, Investment Strategy, and Access Control Action Plan, Work Element 253. This contract was approved at the December 3, 2020, EDCTC meeting.

Approved for Agenda:

Woodrow Deloria

Woodrow Deloria, Executive Director

Attachment A: September-October 2022 Check Register

**El Dorado County Transportation Commission
Check Register
September - October 2022**

Date	Name	Payment	Memo
09/01/2022	Ameritas Life Insurance Corp.	529.80	September 2022 Dental
09/01/2022	Ameritas Life Insurance Corp.	78.88	September 2022 Vision
09/01/2022	Benefit Coordinators Corporation	227.97	September 2022 Life/Disability Premiums
09/01/2022	CalPERS Health	7,545.01	September 2022 Health Premiums
09/01/2022	RTS IT, Inc.	738.00	September 2022 ITCare Silver Service Plan
09/01/2022	David Turch and Associates	5,417.00	* July 2022 Federal Advocacy
09/07/2022	CalPERS Retirement System	3,550.97	September 2022 Contribution #1
09/07/2022	CalPERS Retirement System	390.67	September 2022 PEPRA Contribution #1
09/12/2022	AIM Consulting, Inc.	14,464.96	* August 2022 Public Outreach Trip to Green
09/12/2022	Airespring	660.37	September 2022 Fiber Optic Internet
09/12/2022	Cardmember Service - Visa DK	959.51	August ADA Website, Office Phones & Misc Office Expense
09/12/2022	Cardmember Service - Visa KT	103.45	Zoom Webinars, August Office Expenses
09/12/2022	Cardmember Services-Visa WD	147.70	August Office Expense
09/12/2022	Century Building Maintenance	450.00	August 2022 Building Maintenance
09/12/2022	Extreme Towing	14,510.32	* August 2022 Freeway Service Patrol
09/20/2022	Umpqua Bank	78.60	August 2022 Analyzed Checking Fee
09/21/2022	CalPERS Retirement System	3,550.97	September 2022 Contribution #2
09/21/2022	CalPERS Retirement System	390.67	September 2022 PEPRA Contribution #2
09/21/2022	Hangtown Fire Control	57.50	Fire Extinguisher service
09/21/2022	Sierra Office Supply & Printing	99.73	September 2021 Office Supplies
09/21/2022	Sloan Sakai Yeung & Wong LLP	627.00	August 2022 Legal Services
09/26/2022	PG&E	837.33	August 2022 Utilities
09/26/2022	Sharon Petersen	4,517.00	October 2022 Office Rent
09/26/2022	Sierra Office Supply & Printing	10.55	September 2022 Office Supplies
10/03/2022	Airespring	660.37	October 2022 Fiber Optic Internet
10/03/2022	De Lage Landen Financial Services	203.78	October 2022 Copy Machine Lease Payment
10/03/2022	Ameritas Life Insurance Corp.	608.68	October 2022 Dental and Vision
10/03/2022	Benefit Coordinators Corporation	227.97	October 2022 Life/Disability Premiums
10/03/2022	CalPERS Health	7,545.01	October 2022 Health Premiums
10/03/2022	RTS IT, Inc.	738.00	October 2022 ITCare Silver Service Plan
10/05/2022	CalPERS Retirement System	3,550.97	October 2022 Contribution #1
10/05/2022	CalPERS Retirement System	390.67	October 2022 PEPRA Contribution #1
10/11/2022	Cardmember Service - Visa DK	157.40	September ADA Website and Misc Office Expense
10/11/2022	Cardmember Service - Visa KT	81.78	Zoom Webinars, September Office Expenses
10/11/2022	Century Building Maintenance	450.00	September 2022 Building Maintenance
10/11/2022	David Turch and Associates	10,834.00	* August-September 2022 Federal Advocacy
10/11/2022	DKS Associates	11,293.03	* August 2022 SR 49 Confluence Study
10/11/2022	El Dorado Hills Chamber of Commerce	225.00	Member ID 1201 11/1/22-10/31/23
10/11/2022	Wood Rodgers	20,126.82	* August 2022 US 50 Corridor System User Analysis
10/11/2022	DKS Associates	5,071.14	* August 2022 Wildfire Evac Preparedness
10/17/2022	AIM Consulting, Inc.	7,981.85	* September 2022 Public Outreach Trip to Green
10/17/2022	Sloan Sakai Yeung & Wong LLP	2,130.50	September 2022 Legal Services
10/17/2022	Wood Rodgers	895.58	* September 2022 US 50 Corridor System User Analysis
10/19/2022	CalPERS Retirement System	3,550.97	October 2022 Contribution #2
10/19/2022	CalPERS Retirement System	390.67	October 2022 PEPRA Contribution #2
10/20/2022	Umpqua Bank	59.40	September 2022 Analyzed Checking Fee
10/24/2022	DKS Associates	2,864.59	* September 2022 SR 49 Confluence Study
10/24/2022	DKS Associates	4,352.08	* September 2022 Wildfire Evac Preparedness
10/24/2022	Extreme Towing	13,367.25	* September 2022 Freeway Service Patrol
10/24/2022	GovInvest, Inc	700.00	Annual Licensing Year 5
10/24/2022	PG&E	393.76	September 2022 Utilities
10/24/2022	Sharon Petersen	4,517.00	November 2022 Office Rent
10/24/2022	Sierra Office Supply & Printing	60.10	October 2022 Office Supplies
10/24/2022	Sierra Office Supply & Printing	83.03	October 2022 Office Supplies
	Total	<u><u>163,455.36</u></u>	

CONSENT CALENDAR**STAFF REPORT**

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DANA KEFFER, EXECUTIVE ASSISTANT/SECRETARY TO THE COMMISSION
SUBJECT: 2023 COMMISSION MEETING CALENDAR

REQUESTED ACTION

Consider and adopt the meeting calendar for 2023 and cancel the July 6 meeting.

BACKGROUND

El Dorado County Transportation Commission Bylaws state that the Commission meets the first Thursday of every month at 2:00 PM (or immediately following the El Dorado County Transit Authority meeting, whichever is later) in the El Dorado County Board of Supervisors' Chambers at 330 Fair Lane in Placerville or using a hybrid or remote meeting service in compliance to AB 361, effective October 1, 2021, in response to COVID-19.

DISCUSSION

The proposed 2023 meeting schedule is attached. Staff recommends cancelling the July 6 meeting. The Chambers have been confirmed as available for the 2023 meeting dates.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: EDCTC proposed meeting schedule for 2023 for the Commission meetings.

EL DORADO COUNTY TRANSPORTATION COMMISSION MEETING SCHEDULE FOR 2023

Meetings are scheduled for 2:00 PM first Thursday of most months
in the EDC Supervisors' Chambers 330 Fair Lane, Placerville

Commission Meeting Dates
No meeting scheduled in January
02/02
03/02
04/06
05/04
06/01
07/06 Cancelled
08/03
09/07
10/05
11/02
12/07

2023 Commissioners

**REPRESENTING
THE CITY OF PLACERVILLE**

APPOINTMENTS WILL BE DETERMINED DURING
THE JANUARY CITY COUNCIL MEETING.

**REPRESENTING
EL DORADO COUNTY**

John Hidahl, District 1
Lori Parlin, District 4
George Turnboo, District 2
Wendy Thomas, District 3

Alex Fong, Ex Officio, Caltrans
To be Determined, Ex Officio, Tahoe

CONSENT CALENDAR**STAFF REPORT**

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: DESIGNATE A REPRESENTATIVE FOR THE 2023 CAP-TO-CAP
ADVOCACY EFFORT

REQUESTED ACTION

Designate the Executive Director to represent El Dorado County Transportation Commission (EDCTC) at the 2023 Cap-to-Cap advocacy effort, in Washington D.C., scheduled for April 22 through April 26, 2023.

BACKGROUND

The Sacramento Metropolitan Chamber of Commerce sponsors a trip to Washington, D.C. for business and government leaders in the greater Sacramento region to meet with key federal decision-makers, including members of Congress, federal agencies, and others. This effort bands together local leaders for meetings with federal representatives and thus provides a greater opportunity for the region as a whole to obtain federal assistance, such as budget allocations, which address critical local and regional issues. For the 2023 calendar year, the Cap-to-Cap trip is scheduled for April 22 through April 26. Registration is expected to begin in early December.

The Sacramento Metropolitan Chamber of Commerce establishes an effective preparation agenda prior to the Cap-to-Cap trip. Delegates are assigned to committees that spotlight particular issues, such as transportation. Each committee holds pre-trip briefings in which project advocates, such as EDCTC, educate the delegates about key issues. Project advocates also develop informational packets that are useful both as a reference for the committee members and as background material, or "leave behinds", for meetings with federal officials. Director Deloria is serving on the Chamber's Transportation Committee and is participating in the development of the materials which will be presented.

FISCAL IMPACT

The cost to attend the Cap-to-Cap trip is expected to be approximately \$4,495 per person. The fiscal year 2022/23 Overall Work Program and Budget includes \$4,500 for one representative.

Approved for Agenda:



Woodrow Deloria, Executive Director

CONSENT CALENDAR

STAFF REPORT

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: OVERALL WORK PROGRAM BUDGET VS. ACTUAL COMPARISON FISCAL YEAR 2022/23 REPORT

REQUESTED ACTION

Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year (FY) 2022/23 July-September Report (Attachment A).

BACKGROUND

This budget vs. actual comparison is for the first quarter of fiscal year 2022/23. The purpose of this report is to compare the budgeted revenues and expenditures to the actual for the fiscal year by work element and to provide information relative to the financial position of the agency.

DISCUSSION

This attached summary report shows the budget vs. actual expenditures by work element.

A summary of the Commission’s total funds on hand, disbursements, and receipts for July through September are provided in the table below.

Fiscal Year Cash Balances

Public Funds Money Market and Checking Account Balances at July 1, 2022	\$656,836
Receipts	\$567,816
Disbursements	\$401,856
Public Funds Money Market and Checking Account Balances at September 30, 2022	\$822,796

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment A: OWP Budget vs. Actual Comparison FY 2022/23 July-September

**EL DORADO COUNTY TRANSPORTATION COMMISSION
OWP BUDGET VS. ACTUAL COMPARISON FY 2022/2023 JULY-SEPTEMBER**

	WE 50		WE 100		WE 110		WE 120		WE 125		WE 130	
	Indirect Costs		Overall Work Program Administration & Implementation		Intergovernmental Coordination		Transportation Development Act & Transit Administration		Airport Land Use Commission		Freeway Service Patrol	
	Budget 50	Actual 50	Budget 100	Actual 100	Budget 110	Actual 110	Budget 120	Actual 120	Budget 125	Actual 125	Budget 130	Actual 130
Income												
Local Transportation Funds (LTF)			-	-	-	-	65,547	13,482	12,601	1,723		
Rural Planning Assistance (RPA)			74,839	13,771	157,918	39,932	-	-	-	-	-	-
Rural Planning Assistance (RPA) Grants												
STIP Planning, Programing & Monitoring (PPM)			-	-	-	-	-	-	-	-	-	-
Surface Transp Block Grant Prog (STBGP)			-	-	-	-	-	-	-	-	-	-
CRRSSA Surface Transp Block Grant Prog												
Airport Land Use Commission Fees												
Sustainable Communities FTA 5304												
FHWA-State Planning & Research												
SB1 Sustainable Communities												
State Highway Account (SHA)												
Freeway Service Patrol											179,129	46,691
Rural Counties Task Force												
Misc Income/EDH CSD/EI Dorado County		14								-		
Total Income	-	14	74,839	13,771	157,918	39,932	65,547	13,482	12,601	1,723	179,129	46,691
Expense												
Permanent Employees/Benefits	252,995	65,333	45,455	8,364	94,901	24,107	27,968	8,189	4,617	1,047	14,048	3,532
Temporary Employee	-	-										
Building Lease & Utilities	65,004	21,171										
Office Expense	54,145	12,900	-	-	1,670	243	400	-	-	-	-	-
Professional Services	39,750	7,488	-	-	-	-	19,100	-	5,000	-	156,000	40,875
Indirect Cost Allocation	(409,904)	(100,726)	29,384	5,407	61,347	15,583	18,079	5,293	2,984	676	9,081	2,283
Indirect Costs Carryover from Prior Year	(1,989)											
	-											
Total Expense	0	6,164	74,839	13,771	157,918	39,932	65,547	13,482	12,601	1,723	179,129	46,691
Current Year Retention												
Prior Year Retention												
OWP Budget vs. Actual Expenses			18.4%		25.3%		20.6%		13.7%		26.1%	

**EL DORADO COUNTY TRANSPORTATION COMMISSION
OWP BUDGET VS. ACTUAL COMPARISON FY 2022/2023 JULY-SEPTEMBER**

	WE 200		WE 221		WE 253		WE 259		WE 265		WE 300	
	Regional Transportation Plan		Transit Planning		US 50 Corridor System Analysis, Investment Strategy and Access Control Action Plan		State Route 49 American River Confluence Study		Greater Placerville Wildfire Evacuation Preparedness, Community Safety, and Resiliency Plan		State & Federal Programming	
	Budget 200	Actual 200	Budget 221	Actual 221	Budget 253	Actual 253	Budget 259	Actual 259	Budget 265	Actual 265	Budget 300	Actual 300
Income												
Local Transportation Funds (LTF)	128,171	-	30,880	8,097	-	-	-	-	11,279	980	137,607	45,969
Rural Planning Assistance (RPA)	30,043	5,000	-	-	-	-	-	-	-	-	-	-
Rural Planning Assistance (RPA) Grants	-	-	-	-	-	-	-	-	-	-	-	-
STIP Planning, Programing & Monitoring (PPM)	-	-	-	-	-	-	-	-	-	-	39,000	10,000
Surface Transp Block Grant Prog (STBGP)	94,228	25,565	-	-	25,564	5,746	-	-	13,488	700	-	-
CRRSSA Surface Transp Block Grant Prog					51,009	31,272						
Airport Land Use Commission Fees												
Sustainable Communities FTA 5304												
FHWA-State Planning & Research					60,000	22,985						
SB1 Sustainable Communities												
State Highway Account (SHA)							100,000	28,330	210,000	12,971		
Freeway Service Patrol												
Rural Counties Task Force												
Misc Income/EDH CSD/EI Dorado County									-	-		
Total Income	252,442	30,565	30,880	8,097	136,573	60,004	100,000	28,330	234,767	14,651	176,607	55,969
Expense												
Permanent Employees/Benefits	75,479	18,184	18,756	4,918	15,405	3,669	6,013	1,479	10,093	1,942	107,236	28,528
Temporary Employee												
Building Lease & Utilities												
Office Expense	-	-	-	-	200	-	100	26	150	-	50	9,000
Professional Services	128,171	627	-	-	111,009	53,963	90,000	25,869	218,000	11,454	-	-
Indirect Cost Allocation	48,792	11,754	12,124	3,179	9,958	2,372	3,887	956	6,524	1,255	69,321	18,441
Indirect Costs Carryover from Prior Year												
Total Expense	252,442	30,565	30,880	8,097	136,573	60,004	100,000	28,330	234,767	14,651	176,607	55,969
Current Year Retention		-				5,024		2,874		1,273		
Prior Year Retention												
OWP Budget vs. Actual Expenses	12.1%		26.2%		47.6%		31.2%		6.8%		31.7%	

**EL DORADO COUNTY TRANSPORTATION COMMISSION
OWP BUDGET VS. ACTUAL COMPARISON FY 2022/2023 JULY-SEPTEMBER**

	WE 310		WE 330		WE 400		WE 410					
	Transportation Project Delivery & Oversight		Active & Alternative Transportation Programs		Public Education & Outreach		Transportation Advocacy		Caltrans Indirect Cost Allocation Plan (ICAP) Excluded Costs		OWP Total	Total
	Budget 310	Actual 310	Budget 330	Actual 330	Budget 400	Actual 400	Budget 410	Actual 410	Budget	Actual	Budget	Actual
Income												
Local Transportation Funds (LTF)	83,237	27,348	43,131	10,000	-	-	94,717	17,219	1,000	238	608,171	125,056
Rural Planning Assistance (RPA)	-	-	-	-	74,200	15,854	-	-	-	-	337,000	74,557
Rural Planning Assistance (RPA) Grants											-	-
STIP Planning, Programing & Monitoring (PPM)	39,000	10,000	-	-	-	-	-	-	-	-	78,000	20,000
Surface Transp Block Grant Prog (STBGP)	-	-	50,570	11,536	-	-	-	-	-	-	183,850	43,548
CRRSSA Surface Transp Block Grant Prog											51,009	31,272
Airport Land Use Commission Fees											-	-
Sustainable Communities FTA 5304											-	-
FHWA-State Planning & Research											60,000	22,985
SB1 Sustainable Communities											-	-
State Highway Account (SHA)											310,000	41,301
Freeway Service Patrol											179,129	46,691
Rural Counties Task Force											-	-
Misc Income/EDH CSD/EI Dorado County			1,500	417			29,250	9,750		-	30,750	10,181
Total Income	122,237	37,348	95,201	21,953	74,200	15,854	123,967	26,969	1,000	238	1,837,909	415,592
											-	0.00
Expense												
Permanent Employees/Benefits	74,213	22,685	57,701	13,314	45,067	9,630	37,151	6,686	-	-	887,099	221,606
Temporary Employee											-	-
Building Lease & Utilities											65,004	21,171
Office Expense	50	-	200	33	-	-	14,050	-	1,000	238	72,015	22,440
Professional Services	-	-	-	-	-	-	48,750	16,251		-	815,780	156,526
Indirect Cost Allocation	47,974	14,663	37,300	8,606	29,133	6,225	24,016	4,033		-	0	0
Indirect Costs Carryover from Prior Year											(1,989)	-
											-	-
Total Expense	122,237	37,348	95,201	21,953	74,200	15,854	123,967	26,969	1,000	238	1,837,909	421,742
Current Year Retention								-			-	9,171
Prior Year Retention											-	-
OWP Budget vs. Actual Expenses	30.6%		23.1%		21.4%		21.8%		23.8%		23.4%	
	25% of FY Complete											

BUSINESS ITEM**STAFF REPORT**

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: FISCAL YEAR 2022/23 OVERALL WORK PROGRAM, BUDGET,
AND GOALS AND OBJECTIVES, AMENDMENT 1

REQUESTED ACTION

Adopt Resolution 22/23.15 (Attachment A), approving Amendment 1 to the Fiscal Year (FY) 2022/23 Overall Work Program, Budget, and Goals and Objectives (Attachment B).

BACKGROUND

The Overall Work Program (OWP) and Budget is the work plan for El Dorado County Transportation Commission, and it identifies the work activities and budget by Work Element for the upcoming fiscal year.

DISCUSSION

The Final OWP was approved at the May 5, 2022, Commission Meeting which included estimates for the grant funded projects. After the close of the prior fiscal year, the grant carry over balances are approved by Caltrans and amended in the OWP. Amendment 1 changes the grant funded work elements 253, 259 and 265 from estimated balances to the approved carry over balances.

The total amount of Amendment 1 to the FY 2022/23 OWP and Budget is \$2,077,917.39.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 22/23.15
B) FY 2022/23 Overall Work Program, Budget, and Goals and Objectives, Amendment 1
(provided under separate cover)



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: John Hidahl, Lori Parlin, Wendy Thomas, George Turnbo

RESOLUTION 22/23.15

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION
APPROVING FISCAL YEAR 2022/23 OVERALL WORK PROGRAM,
BUDGET, AND GOALS AND OBJECTIVES, AMENDMENT 1**

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 Fiscal Year (FY) 2022/23 Overall Work Program, Budget and Goals and Objectives (OWP) is the primary management tool for the El Dorado County Transportation Commission, identifies the activities and a schedule of work for regional transportation planning in El Dorado County, and is a requirement of the Memorandum of Understanding between the El Dorado County Transportation Commission and Caltrans; and

WHEREAS, the Draft OWP was presented at the March 3, 2022, Commission meeting; and

WHEREAS, the Final OWP was approved at the May 5, 2022, Commission meeting; and

WHEREAS, the grant carry over balances were approved by Caltrans and Amendment 1 to the OWP changes the estimated grant carry over balances to the approved amounts.

NOW, THEREFORE, BE IT RESOLVED, that the El Dorado County Transportation Commission hereby approves Amendment 1 to the FY 2022/23 Overall Work Program, Budget, Goals and Objectives with a total budget of \$2,077,917.39.

PASSED AND APPROVED by the El Dorado County Transportation Commission governing body at the regular meeting held on December 1, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

BUSINESS CALENDAR**STAFF REPORT**

DATE: DECEMBER 1, 2022

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER

SUBJECT: FISCAL YEAR 2021/22 AUDIT REPORTS

REQUESTED ACTION

Receive and file the Fiscal Year 2021/22 Audit Reports.

BACKGROUND

According to the Transportation Development Act (TDA), Sections 6661, 6662, and 6751, El Dorado County Transportation Commission (EDCTC) is required to submit reports of fiscal and compliance audits to the California State Controller within 180 days following the close of each fiscal year. The fiscal and compliance audits of the financial statements of EDCTC, the Local Transportation Fund, and State Transit Assistance funds have been completed by Richardson & Company, LLP. These audits are performed in accordance with Generally Accepted Auditing Standards by a certified public accountant and include a determination of compliance with TDA rules and regulations. Pursuant to TDA statute Section 99245, EDCTC also contracts with an independent fiscal auditor to conduct certified fiscal audits of all TDA claimants in the EDCTC jurisdiction.

For Fiscal Year 2021/22, these audit reports include:

- El Dorado County Transportation Commission
- El Dorado County Transportation Commission – Local Transportation Fund
- El Dorado County Transportation Commission – State Transit Assistance Fund
- El Dorado County Transit Authority (EDCTA)

The Commission has traditionally included and paid for the annual financial audit of the El Dorado County Transit Authority (EDCTA), in addition to the TDA portions of their fiscal audit. The approved EDCTC FY 2022/23 Overall Work Program and Budget includes the expenditure for the preparation of the fiscal year 2021/22 audits and reports for Transit and EDCTC.

DISCUSSION

On November 21, 2022, Richardson & Company, LLP presented the El Dorado County Transportation Commission's audit reports to Chair Hidahl and Vice Chair Dennis Thomas. The presented audit reports included the El Dorado County Transportation Commission, the Local Transportation Fund (LTF), the State Transit Assistance (STA) Fund and the State of Good Repair (SGR) Fund. The Auditors also presented El Dorado County Transit Authority's audit reports to EDCTA Chair Hidahl and Vice Chair Neau.

The results of the audit were a clean opinion and compliance testing was performed where Richardson & Company, LLP determined the Commission complied with the TDA.

The Management's Discussion and Analysis beginning on page 4 presents a narrative overview and analysis of EDCTC's financial statements during the fiscal year ending June 30, 2022.

In addition to the Audit Report, independent audit firms are also required to submit communications regarding the audit directly to the governing board. This communication is included as Attachment B.

The audit reports are available for public review at the EDCTC office during normal business hours. The EDCTC agency financial statements are available online on the Commission's website at <https://www.edctc.org>.

Approved for Agenda:



Woodrow Deloria, Executive Director

- Attachments: A) FY 2021/22 EDCTC Audited Financial Statements
(provided under separate cover)
B) FY 2021/22 Governing Board Communication



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GOVERNANCE LETTER

To the Commissioners
El Dorado County Transportation Commission
Placerville, California

We have audited the financial statements of governmental activities and major funds of the El Dorado County Transportation Commission (the Commission) for the year ended June 30, 2022. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards* as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our engagement letter. Professional standards also require that we communicate to you the following information related to our audit.

Our Responsibilities under U.S. Generally Accepted Auditing Standards and *Government Auditing Standards*

As stated in our engagement letter dated August 19, 2019, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

As part of our audit, we considered the internal control of the Commission. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we also performed tests of the Commission's compliance with certain provisions of laws, regulations, contracts and grants. However, providing an opinion on compliance with those provisions is not an objective of our audit.

Planned Scope and Timing of the Audit

An audit included examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit involved judgment about the number of transactions to be examined and the areas to be tested.

Our audit included obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Material misstatements may result from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. We noted no internal control issues as a result of our audit.

To the Commissioners
El Dorado County Transportation Commission

We have identified the following significant risks of material misstatement as part of our auditing planning: Management override of controls and revenue recognition.

We performed the audit according to the planned scope previously communicated to you in our engagement letter dated August 19, 2019.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Commission are described in Note A to the financial statements. The Commission implemented Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*. The implementation of GASB Statement No. 87 resulted in the recognition of a lease liability and an intangible right-to-use lease asset. Note E to the financial statements describes the impact of GASB Statement No. 87 on the Commission's financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2021. We noted no transactions entered into by the Commission during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements include the current portion of the compensated absence liability, grant receivables, indirect cost allocation, the net pension liability and the net other postemployment benefits asset. The net other postemployment benefits asset and net pension liability were determined by actuarial valuations. We evaluated the key factors and assumptions used to develop these estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. Adjustments were proposed to remove expense posted to the incorrect fiscal year, and to reclassify long-term portion of compensated absences for reporting purposes. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

To the Commissioners
El Dorado County Transportation Commission

Management Representations

We have requested certain representations from management that are included in the management representation letter dated November 14, 2022.

Management Consultations With Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations. If a consultation involves application of an accounting principle to the Commission’s financial statements or a determination of the type of auditor’s opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Commission’s auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the required supplementary information (RSI) listed in the table of contents, which are RSI that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Direct and Indirect Expenses – Accrual Basis, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with the accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the information use of the Commission and management of the Commission and is not intended to be, and should not be, used by anyone other than these specified parties.

Richardson & Company, LLP

November 14, 2022

INFORMATION ITEM**STAFF REPORT**

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: FEDERAL HIGHWAY ADMINISTRATION CORRECTIVE ACTION

REQUESTED ACTION

None. This is for information only.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for the Western Slope of El Dorado County, the El Dorado County Transportation Commission (EDCTC) has administered federal transportation funding including the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) programs. EDCTC has worked with Caltrans and the Sacramento Area Council of Governments (SACOG) to receive annual apportionments and program funding through a coordinated process with eligible partner agencies for both STBG and CMAQ, dating back to 2002/03 and 1991/92 respectively. Caltrans publishes estimated apportionments based on population to each of the three RTPAs in the six county SACOG region. EDCTC then manages the programming process for each fund source beginning with project selection and ultimately submitting programmed projects for inclusion in the SACOG Metropolitan Improvement Program (MTIP) which becomes the SACOG region's Federal Transportation Improvement Program (FSTIP) administered by Caltrans.

In early 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) imposed a corrective action upon Caltrans during certification of the 2021 FSTIP regarding allocation of STBG and CMAQ programs. The corrective action disallows suballocation of Federal transportation funding on a formula basis to an RTPA within an MPO boundary, or how the STBG and CMAQ have been administered for decades. As imposed on Caltrans, this has not only been an issue for EDCTC and SACOG but also agencies in the Bay Area and Los Angeles, Metropolitan Transportation Commission and Southern California Association of Governments. While this corrective action was issued to Caltrans, it directly impacts EDCTC's ability to plan and program projects for which these funds can be used.

In December 2021, Caltrans requested MPOs to document their current processes and prepare plans for how to comply with the corrective action. Since then, EDCTC, Placer County Transportation Planning Agency (PCTPA), and SACOG have been working on a proposal to meet the intent of the corrective action which maintains the ability to have EDCTC continue to plan and program federal transportation funding to priority projects identified by eligible partner agencies. In February 2022, EDCTC, PCTPA, and SACOG presented a draft proposal to Caltrans on how SACOG would come into compliance. FHWA has not yet provided any formal response to this proposal. Based on the critical nature of finding an appropriate and effective resolution to this issue, EDCTC, PCTPA, and SACOG successfully secured approval of an extension of the time to comply with this corrective action until June 30, 2023.

DISCUSSION

Below an outline of the proposed solution is provided, which if accepted by Caltrans and FHWA, would be brought back for approval by the EDCTC. If our proposed solution is not accepted by Caltrans and FHWA, this could cause significant changes to the process for prioritizing projects and

programming federal funds. In either case, changes would only impact funding actions after June 30, 2023. There are three issues that must be addressed as part of this corrective action:

1. Federal transportation funding suballocation by population or mode to cities and counties cannot occur;
2. MPOs must be involved in the eligibility screening conducted prior to project selection for compliance with Federal program guidance and regulations; and
3. Federally funded transportation project selection must be approved by the MPO.

Suballocation

EDCTC, PCTPA, and SACOG staff recognize that suballocation solely based upon population to jurisdictions, cities or counties as identified in the corrective action, is not consistent with federal guidance. Going forward, SACOG, EDCTC, and PCTPA propose to work collectively to estimate the availability of funds, and through a process involving all three agencies, establish policy-based funding targets. This would not be a guaranteed amount of funding to any one RTPA, but would give project sponsors a range of the amount of funding available and would ultimately be approved by the SACOG Board of Directors.

Project Selection

EDCTC has long-established funding processes for both STBG and CMAQ which are consistent with the Federal requirements and the current MOUs with SACOG. Going forward, EDCTC would submit projects to SACOG for review of eligibility prior to programming. SACOG would then report back to EDCTC results of the eligibility screening for projects. Additionally, SACOG will share project performance tools it has created for project analysis with EDCTC and assist in providing uniform information on project performance.

Regarding project selection, there is not a prescribed process for how MPOs select projects. Each MPO in California handles their process differently. Going forward, we propose that EDCTC and PCTPA will continue to have separate processes for prioritizing projects within each RTPA, but SACOG will have a standing role in scoring, screening, and ranking projects before EDCTC or PCTPA boards approve the projects for submittal to SACOG for approval into the MTIP. EDCTC, PCTPA, and SACOG propose the following changes to the project selection process:

1. Enhance SACOG's role in project selection across all six counties, EDCTC will formalize a standing position for SACOG staff on their respective project evaluation committees;
2. EDCTC will coordinate reports to the SACOG Transportation Committee staff will also report to the SACOG Transportation Committee on the programming of STBG and CMAQ and the coordination with EDCTC; and
3. The SACOG board would finalize project selection by approving the full six-county STBG and CMAQ funding round, including EDCTC projects. The SACOG Board would follow this action by programming STBG and CMAQ funding based on the approved projects list. Funding would be programmed to projects in the prioritized order as submitted by each RTPA until the fund balance for that funding round is reached.

EDCTC will continue to use performance-based evaluation criteria consistent with federal criteria adopted by SACOG for project selection, evaluation, and approval. By involving SACOG throughout each funding round, EDCTC can ensure that all Federally funded projects meet stated goals of Metropolitan Transportation Plan/Sustainable Communities Strategy (now Blueprint) and federal performance measures that apply to the MPO region. EDCTC and PCTPA would administer STBG and CMAQ funding rounds based upon the SACOG approved Federal funding targets.

Consistent with the existing MOU, EDCTC would approve programming of STBG and CMAQ funding to projects supported by partner agencies prior to submittal to SACOG for approval into the MTIP. The SACOG board would finalize project selection by approving the full six County STBG and CMAQ funding round, including the EDCTC and PCTPA projects, for a given fiscal year or

years. The SACOG Board would follow this action by programming STBG and CMAQ funding based on the approved projects list. Funding would be programmed to projects in the prioritized order as submitted by each RTPA until the fund balance for that funding round is reached. If the funding balance is less than the requested amount by each RTPA, the RTPA could request of the SACOG board partial amounts to fit within the programming balance for that funding cycle. After the final action by SACOG, staff from EDCTC would work with SACOG staff to program projects based on the availability of federal funds, project timelines and other factors consistent with SACOG's delivery plan and current practices. EDCTC staff would continue to oversee and monitor project delivery success to include reporting to EDCTC, Caltrans, FHWA, and SACOG.

Next Steps

Staff is continuing to work with SACOG to answer questions from Caltrans and FHWA about the joint proposal. Once feedback is received on this proposal from FHWA and Caltrans and hopefully accepted by all parties, EDCTC staff will present the proposal for consideration by the EDCTC board.

If FHWA does not accept a corrective action plan submitted for the SACOG region, there is a significant risk that Federal transportation funding could be delayed or withheld for regionally significant transportation investments.

Since EDCTC has completed the most recent funding round, it is likely that changes would take effect with a 2024-25 funding round.

Approved for Agenda:



Woodrow Deloria, Executive Director

INFORMATION ITEM**STAFF REPORT**

DATE: DECEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER
SUBJECT: US 50 CORRIDOR TRIP TO GREEN DRAFT ENGAGEMENT SUMMARY, PUBLIC WORKSHOPS, US 50 REVENUE ALTERNATIVES DRAFT MEMO

REQUESTED ACTION

None. This item is for information only.

BACKGROUND

The El Dorado County Transportation Commission (EDCTC) was awarded a Caltrans Sustainable Transportation Planning Grant to complete the US 50 Corridor System User Analysis, Investment Strategy, and Access Control Action Plan (US 50 Corridor Plan). This three-part planning effort set out to; 1) Conduct a system user analysis to prepare comprehensive circulation and traffic data along US 50 to update and fill data gaps; 2) Develop an investment strategy to identify and evaluate innovative pricing and funding strategies for projects along the US 50 Corridor; and, 3) Prepare an access control action plan for the US 50 Corridor within the City of Placerville to conduct a risk assessment and evaluate the circulation impacts and procedures necessary for implementation of the innovative "Trip to Green" proof of concept pilot project to close off local access to US 50 at the three signalized intersections.

DISCUSSION

Early in 2021, EDCTC and project development team members were focused on delivery of the US 50 Access Control Action Plan, which includes an interactive map that displays turning movements, detours, and traffic management under the circumstance of the three signals on US 50 being held in a solid green phase ([see map here](#)). Additionally, after coordination with City of Placerville staff, emergency first responders, and Caltrans, the "US 50 Access Control Proof of Concept" narrative outlining the open and closed access locations, emergency vehicle access locations, changeable message sign locations, and associated graphics were submitted to Caltrans. While the Caldor Fire postponed the "Trip to Green" evolution in fall of 2021, EDCTC and the project team were able to deliver the Proof of Concept during the first weekends of August, September, and October 2022. AIM Consulting supported EDCTC's efforts to ensure a comprehensive Public Awareness Plan was initiated, as well as a post project community survey. Attachment A is a draft summary of the engagement efforts which includes the results of the post project community survey.

The outreach efforts of the comprehensive US 50 Corridor Plan will continue this winter with Community Workshops scheduled as follows:

- December 8, 2022; Trip to Green Public Workshop 5:00 – 7:00pm Placerville Town Hall, 549 Main St, Placerville, CA 95667 (Attachment B)
- January 19, 2023; US 50 Corridor Investment Strategies Workshop: 5:00 – 7:00pm Placerville Town Hall, 549 Main St, Placerville, CA 95667
- February 16, 2023; US 50 Corridor Online Workshop 5:00pm via Zoom, details coming soon.

The December 2022 workshop will focus on the recent Trip to Green Pilot with supporting data from the System User Analysis. The January 2023 workshop will focus on the results of the US 50

Revenue Alternatives Memo (Attachment C), which analyzed potential toll revenue from two pricing alternatives along the US 50 Corridor through Placerville. Option 1) Tolling to construct elevated express lanes through Placerville and Option 2) Tolling During Trip to Green (12 weekends per year).

Approved for Agenda:



Woodrow Deloria, Executive Director

- Attachment A: US 50 Trip to Green Draft Engagement Summary
(provided under separate cover)
- Attachment B: December 8 Public Workshop Meeting Flyer
- Attachment C: US 50 Revenue Draft Alternatives Memo

Join us for a community meeting for the US 50 Corridor Action Plan.



Action Plan Workshop






www.edctc.org/us-50-corridor-system-user-analysis-investment-strategy-and-access-control-action-plan

THURSDAY December 8

Drop by anytime between
5:00–7:00 pm

Placerville Town Hall
549 Main Street

-  REVIEW existing conditions and how we got here
-  RECEIVE updates on the recent 'Trip to Green' Pilot Program
-  LEARN ABOUT potential alternatives and solutions



The El Dorado County Transportation Commission (EDCTC) and City of Placerville, along with Caltrans, are developing the US 50 Corridor Action Plan to consider creative solutions to the longstanding congestion issues on US 50 through Placerville. This is achieved with a comprehensive update of traffic and circulation pattern data in the area, then applying that information to a variety of innovative infrastructure and financing approaches, as a way to inform the public conversation on how to relieve traffic and improve safety on US 50.

RSVP online: bit.ly/placeholder
RSVP's are requested, but not required.

Questions? Contact Katie DeMaio:
kdemaio@aimconsultingco.com or 916-442-1168



Memorandum

To: Jerry Barton, EDCTC; Bryan Gant, Wood Rodgers

From: Cissy Kulakowski, Benjamin Reibach, Justin Winn

Date: November 17, 2022

Subject: US 50 Pricing Alternatives Sketch-Level Traffic and Revenue Study, FINAL

In order to address long term problems associated with limited data availability and a need for a comprehensive investment strategy for the US 50 Corridor, El Dorado County Transportation Commission (EDCTC), in partnership with local and regional partners and Caltrans District 3, engaged Wood Rodgers and CDM Smith to conduct a system user analysis, identify, and assess pricing and investment strategies for the US 50 Corridor. Innovative pricing and investment strategies will include tolling, pricing, and others to advance the efforts of Caltrans' US 50 Managed Lanes Feasibility Study.

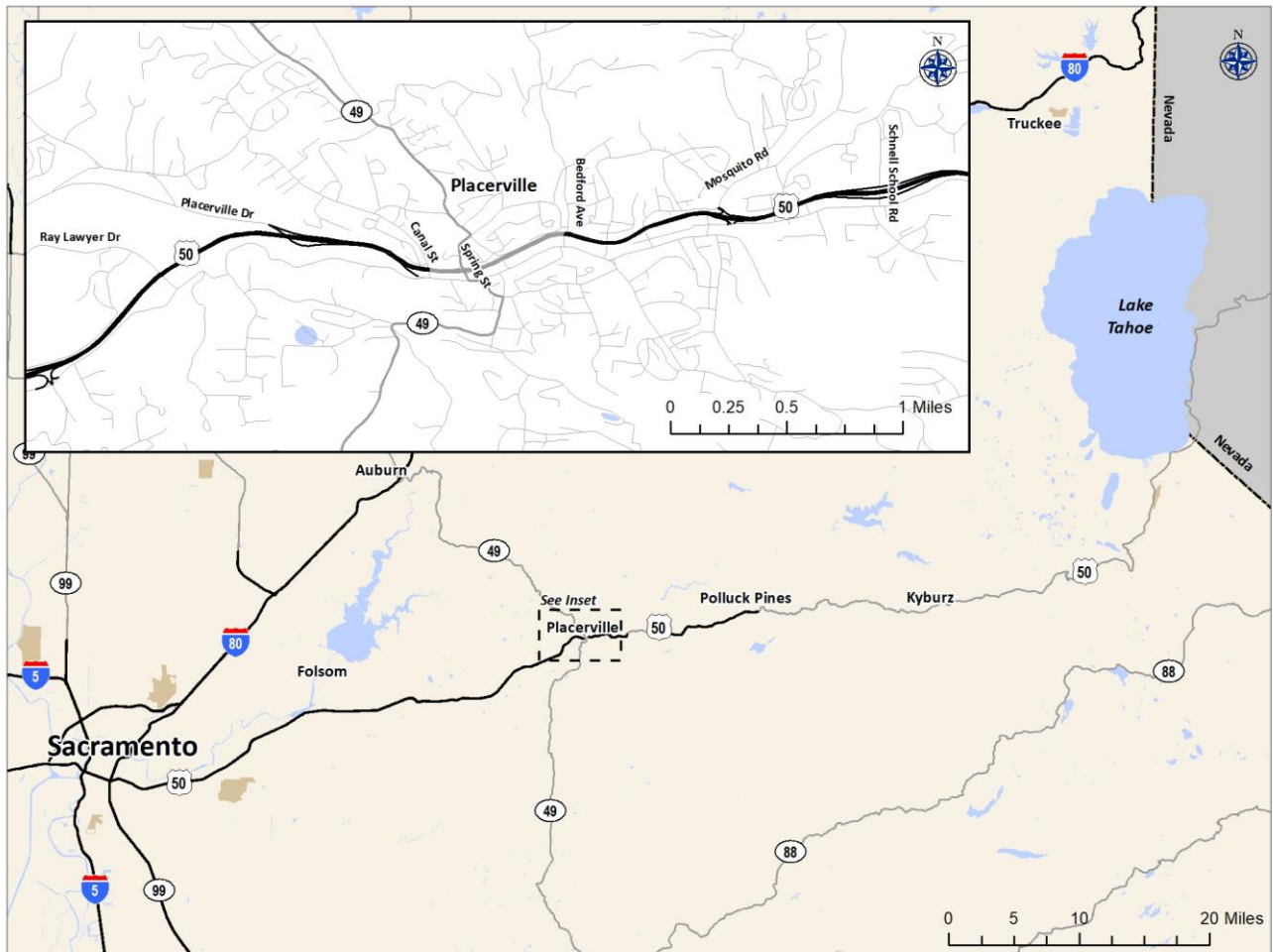
Project Description

CDM Smith performed a sketch-level traffic and revenue study (T&R Study) of potential toll revenue from two pricing alternatives along the US 50 Corridor through Placerville in El Dorado County. The City of Placerville is a city of 11,000 residents¹ located approximately 40 miles northeast of Sacramento, California (see **Figure 1**). The detailed study area for this analysis generally extends one mile east and west from Placerville city limits along US 50, a total distance of approximately 6 miles. US 50 within this area is generally two lanes in each direction with a speed limit of 45 miles per hour. US 50 is access-controlled with grade separations and interchanges between Sacramento and Placerville. Within Placerville, US 50 has three traffic signals, located at Canal Street, Spring Street (SR 49), and Bedford Avenue. There is a third auxiliary lane in the eastbound direction that begins just west of Canal Street and extends through the three stoplights to the east side of Bedford Avenue.

US 50 serves as the primary connection between the Sacramento region and recreational areas to the east, including Lake Tahoe, which is approximately 85 miles east of Sacramento. Fall weekends are considered a peak season in this corridor, with recreational traffic traveling along US 50 to access orchards and vineyards in the Apple Hill region of Camino, just east of Placerville. Winter travel is primarily oriented to Lake Tahoe for skiing and summer recreation is common for destinations in the Sierra Nevada mountains. Holiday weekends increase recreational traffic and result in extreme congestion at the three stoplights in the City of Placerville.

¹ Estimated 2020 population from <https://data.census.gov/cedsci/table?q=population%20of%20placerville,%20ca&g=1600000US0657540>

Figure 1: Study Area



The T&R Study's purpose was to provide an initial analysis of the likely revenue for two scenarios (Ultimate Elevated Express Lanes and Interim Trip to Green Pricing) to assist EDCTC in assessing the viability of the potential option to construct bypass express lanes through Placerville, which was one recommendation from the US 50 Recreational Travel Hot Spots study.

The T&R Study consisted of the following tasks:

- Assemble and Summarize Data
- Estimate Traffic and Revenue

This memorandum documents these efforts, performed largely in March-May 2022.

Data Assembly and Collection

The collection of data for this study included existing traffic counts, travel times, and travel patterns. Due to the planning-level nature and short-term timeframe of the study, using data that

was readily available and didn't require large scale collection efforts was required. Data was obtained from many different sources which are detailed below.

Traffic Count Profile

The two primary sources of data for traffic counts on the study corridor were:

- Previously collected intersection turning counts within Placerville
- Caltrans' Performance Measurement System (PeMS) (<https://pems.dot.ca.gov/>)

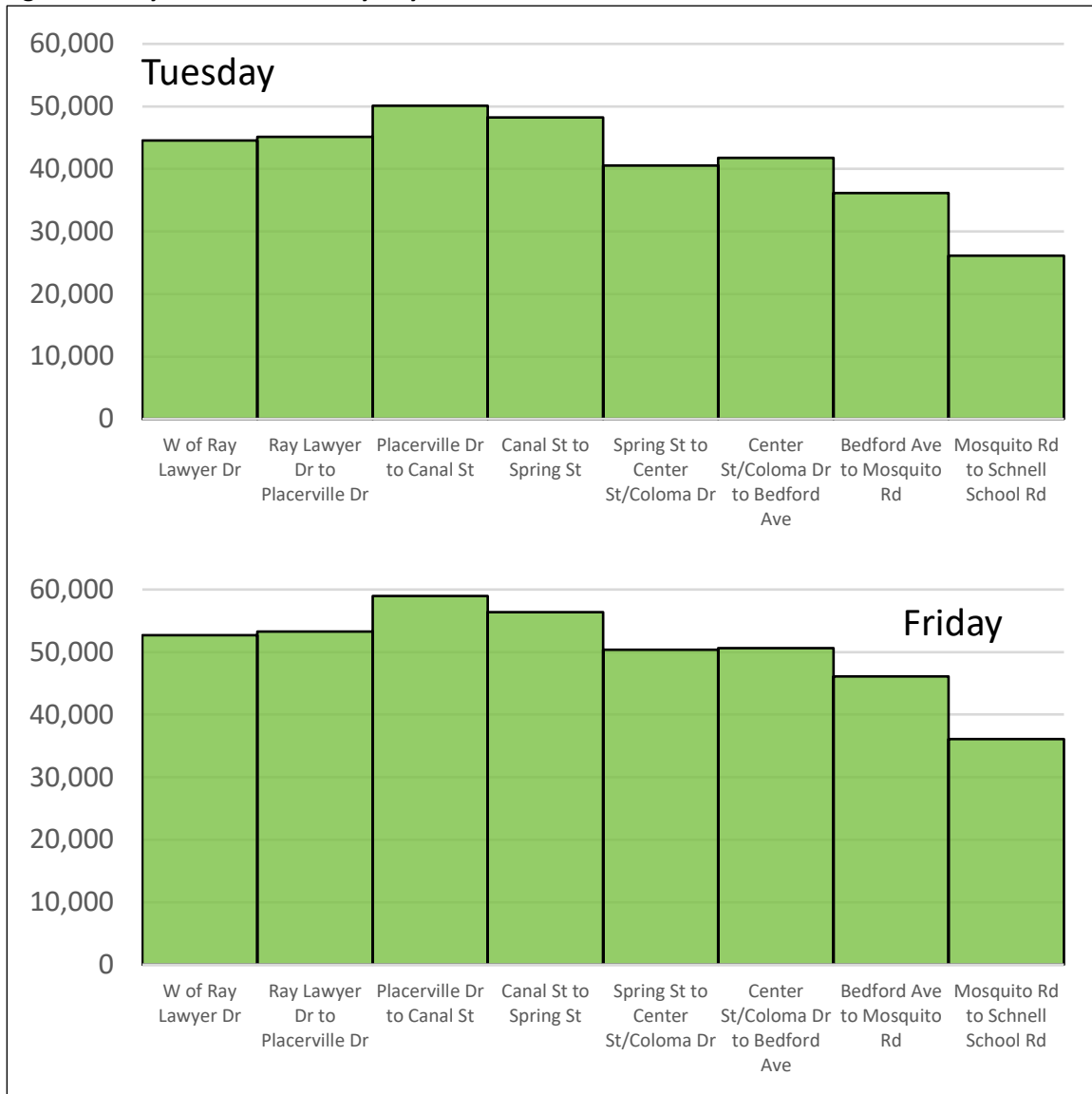
In addition to these main sources of count data, the daily traffic volumes from the Caltrans Census Program were used to scale hourly traffic volumes at different points on US 50 within the study area.

Turning movement counts conducted in 2012 and 2015 at the three signalized intersections on US 50 were used to estimate an hourly traffic profile for each segment of US 50 within the study area. These covered the intersections of US 50 and Canal Street, Spring Street, and Bedford Avenue.

Hourly data from PeMS was downloaded for multiple different locations within the corridor; the PeMS station between Placerville Drive and Ray Lawyer Drive was used to estimate adjustment factors to grow the turning movement counts to 2019 levels.

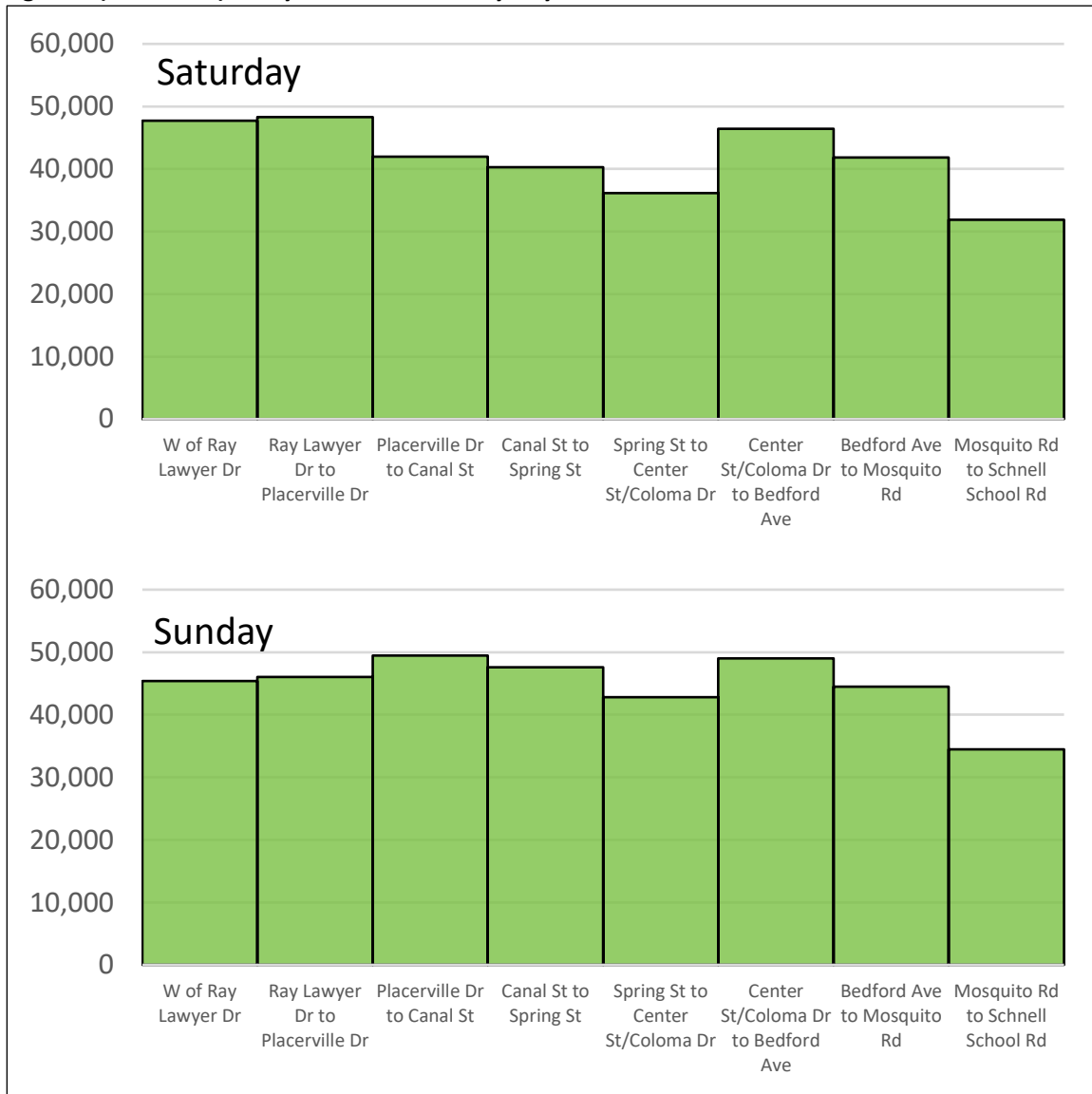
Using the turning movement count data and the mainline data from PeMS, a 2019 hourly traffic profile by location was created for four different days of the week: Tuesday, Friday, Saturday, and Sunday. The daily total of traffic by location for each day is shown below in **Figure 2**. On a daily basis, volumes within the study area are typically highest on Friday and lowest on Tuesday.

Figure 2: Daily Traffic Volumes by Day of Week and Location, Fall 2019



Source: CDM Smith using data from Caltrans PeMS

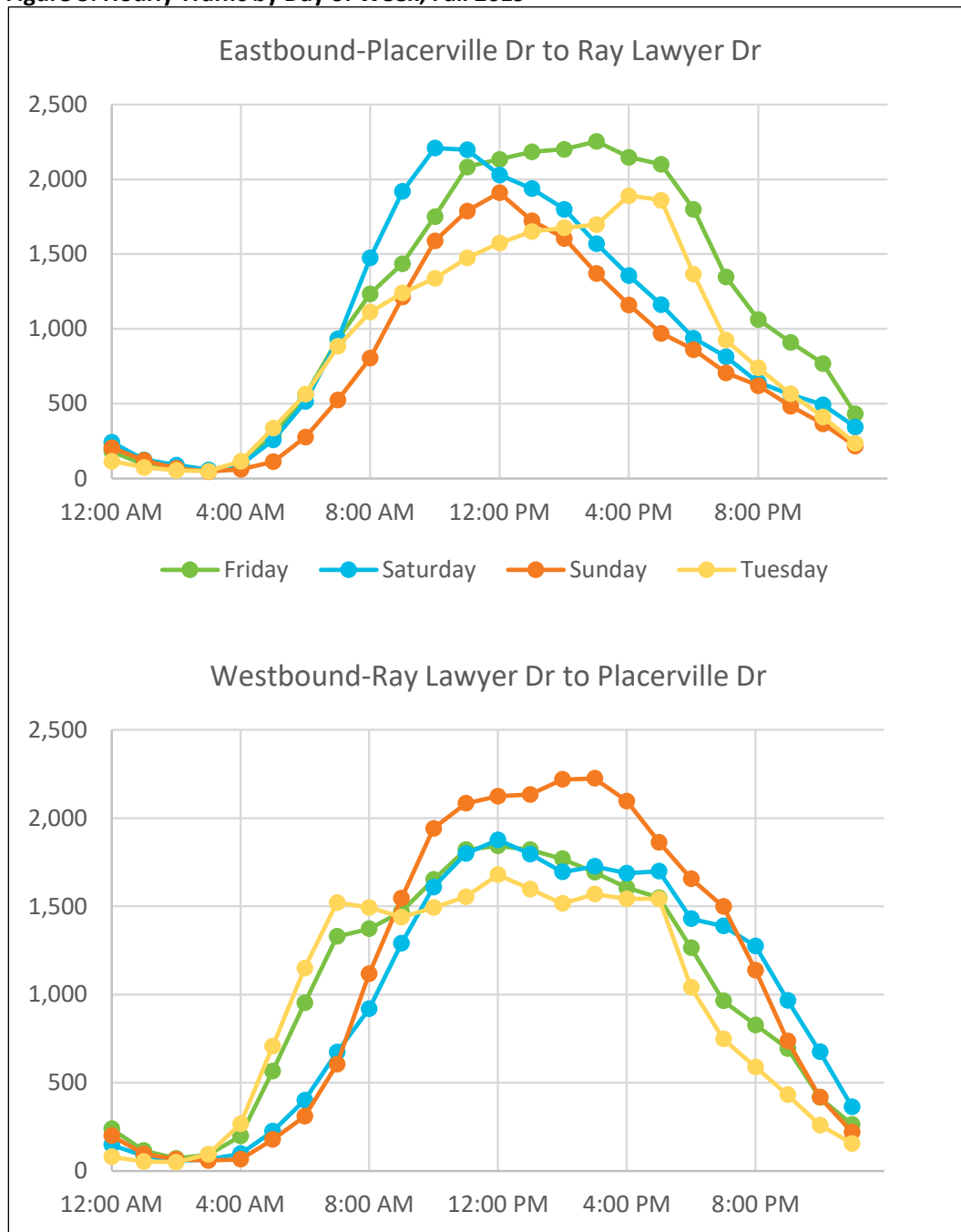
Figure 2 (continued): Daily Traffic Volumes by Day of Week and Location, Fall 2019



Source: CDM Smith using data from Caltrans PeMS

Hourly traffic variation patterns using data from the PeMS station between Placerville Drive and Ray Lawyer Drive are shown in **Figure 3** for days during Fall 2019. In the eastbound direction, traffic is highest either on Friday afternoon or Saturday morning. In the westbound direction traffic is highest on Sundays.

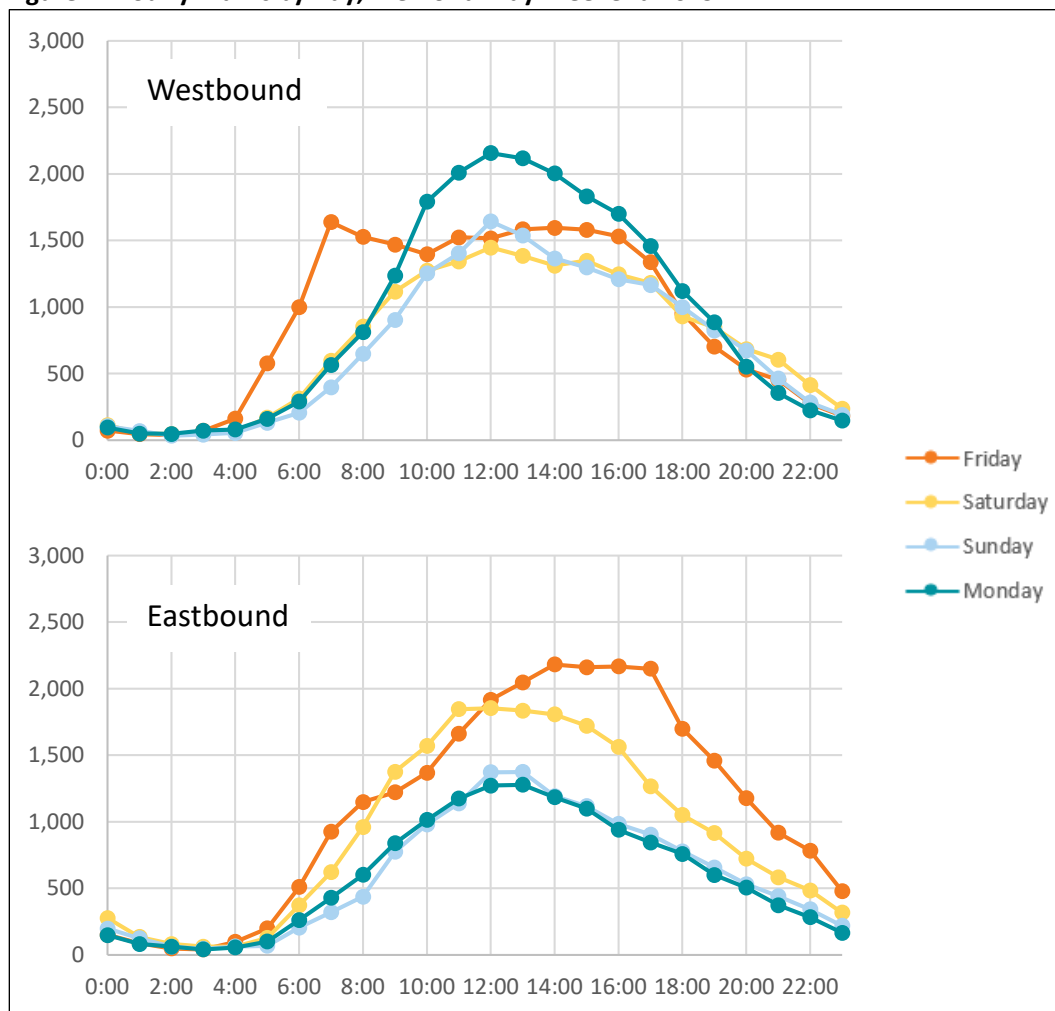
Figure 3: Hourly Traffic by Day of Week, Fall 2019



Source: Caltrans PeMS

A second set of traffic counts were extracted from PeMS to identify hourly variation patterns for various holiday days and weekends. There were two different types of holidays that were reviewed; fixed day holidays and moving day holidays. Examples of fixed day holidays are Memorial Day and Labor Day which always fall on a Monday. Examples of moving day holidays are Independence Day and Christmas, where the day of the week changes from year to year. Traffic patterns for fixed day holidays follow the same pattern from year to year while the moving day holidays depend on which day of the week the holiday falls. **Figure 4** shows the 2019 volumes for the PeMS station at Placerville Drive to Ray Lawyer Drive over Memorial Day weekend. In the eastbound direction volumes are highest on Friday as people leave for the weekend while in the westbound direction volumes are highest on Monday as people returned from the long weekend. Hourly volumes on Friday and Monday are at or exceed 2,000 vehicles per hour for 4 to 6 hours during the middle of the day on these days. This pattern holds true for Labor Day as well.

Figure 4: Hourly Traffic by Day, Memorial Day Weekend 2019

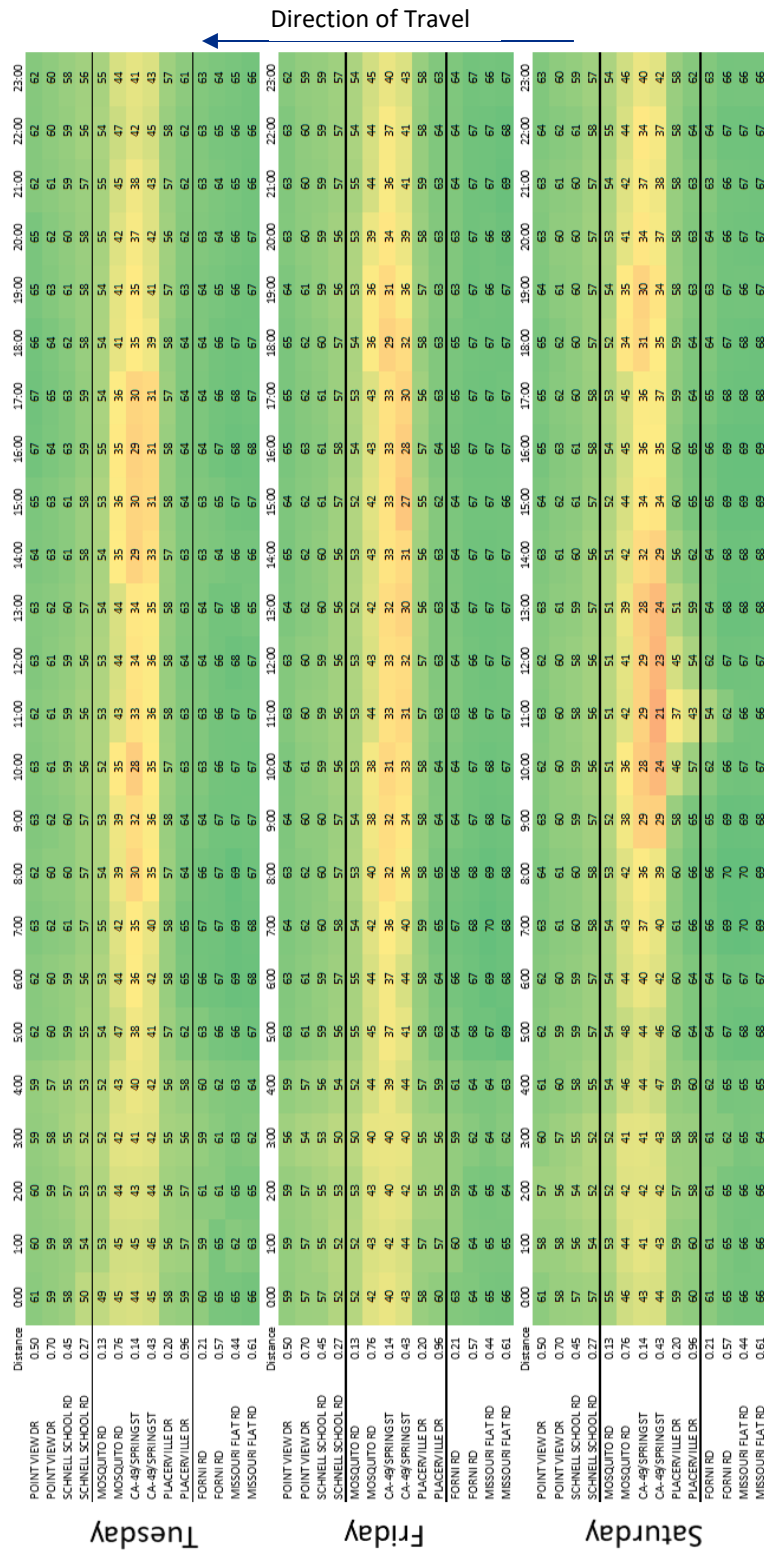


Source: Caltrans PeMS

Travel Speeds and Travel Times

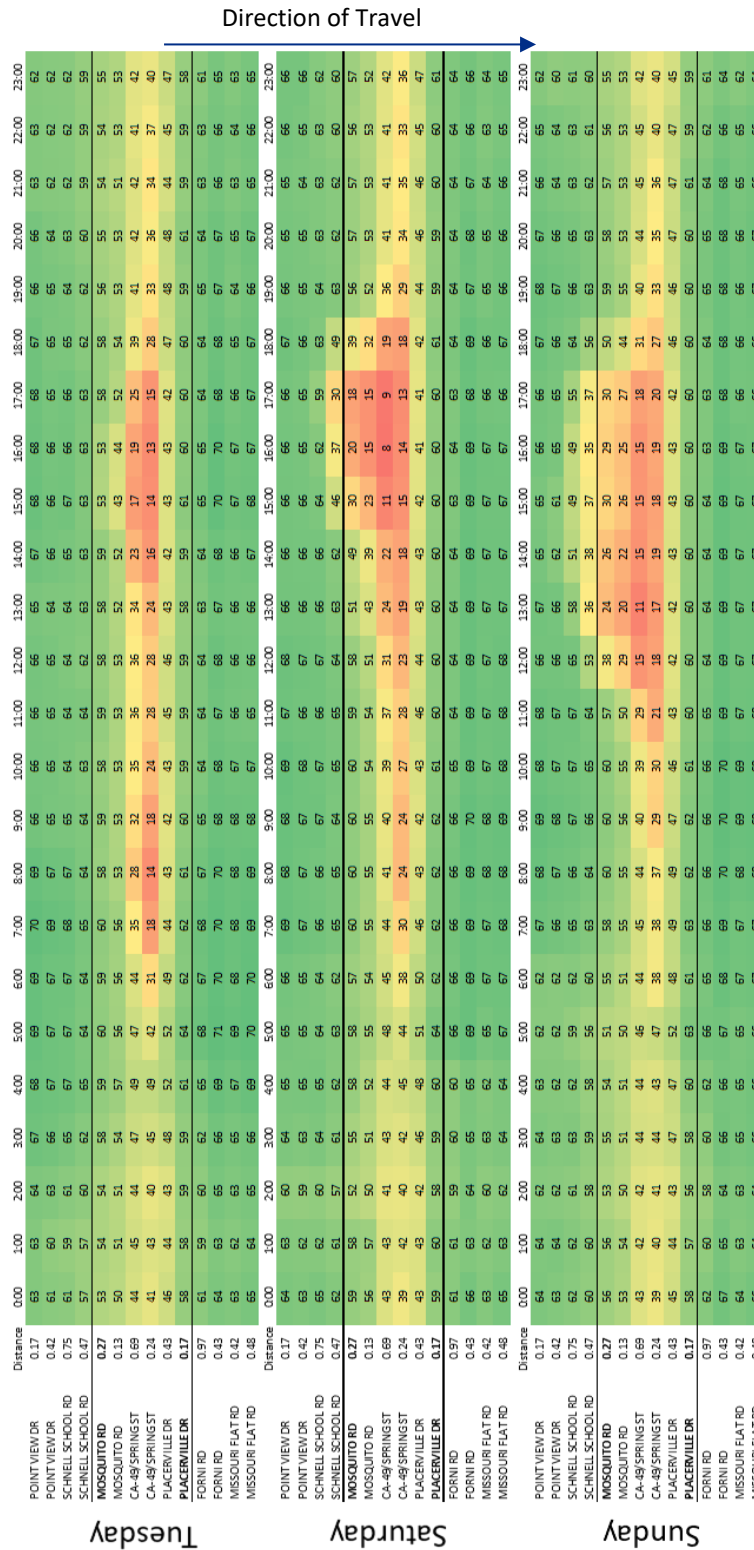
INRIX data was provided By Wood Rodgers for the corridor being analyzed. Data was downloaded from October 1, 2019 through November 24, 2019 by day of the week, representing average non-holiday days in the Fall. **Figure 5** shows speed “heatmaps” for travel in the eastbound direction while **Figure 6** shows speeds in the westbound direction by hour and road segment. In Figures 5 and 6, segments highlighted in shades of green are generally operating at 45 mph or better while cells in shades of yellow are operating in the range of 35 to 45 mph; orange shaded cells are generally 30 mph or slower. Dark orange cells are operating at 15 mph or slower. Travel through the section of US 50 between Spring Street and Mosquito Road are influenced by the three traffic signals, with average speeds in the range of 30 to 45 mph.

Figure 5: Average Fall 2019 Eastbound Travel Speeds by Day of Week



Source: INRIX, from October to November 2019, excluding Thanksgiving.

Figure 6: Average Fall 2019 Westbound Travel Speeds by Day of Week



Source: INRIX, from October to November 2019, excluding Thanksgiving.

In general, the severity of the speed degradation through Placerville is mostly correlated with the traffic demand. On days with higher traffic, the speeds are lower through Placerville. Outside of Placerville, both to the east and west, speeds only experience minor differences throughout the day. In the eastbound direction, speeds are lowest on Saturday, especially near Spring Street, where average speeds fall to below 25 miles per hour from 10 AM to 2 PM. In the westbound direction, speeds are lowest on Saturday, but the total backup is longer on Sunday, stretching as far back as Schnell School Road from 11 AM until 6 PM. Westbound travel speeds drop to below 10 miles per hour through Placerville, improving only after the Spring Street intersection.

Eastbound travel speeds tend to be faster than westbound speeds for several reasons: (1) travel tends to be metered by any upstream congestion that may exist on the roads exiting Sacramento; and (2) within Placerville, a third auxiliary travel lane exists to relieve friction from turning vehicles and provide additional capacity for the eastbound travel toward Lake Tahoe.

Westbound travel speeds are slower than eastbound speeds through Placerville due to queuing that extends back from the traffic signal at Spring Street as far as Schnell School Road. A westbound elevated express lane could provide relief for traffic that is not turning onto local streets in Placerville.

The INRIX travel time/speed data was used to calculate travel time estimates through a 1.7-mile stretch from Placerville Drive to Mosquito Road by hour, day of the week, and direction (see **Table 1**). In the eastbound direction, total travel time between Placerville Drive and Mosquito Road is estimated to be 2 to 3 minutes, regardless of day and time. In the westbound direction, travel along the same route can be as high as 5 minutes on average on a weekday or Friday, 8 minutes on average on Saturday, and 6 minutes on average on Sunday. The severity of the speed degradation is the worst on Saturday, but the overall duration of congestion is worse on Sundays, with slow speeds from 9 AM to 9 PM. With an average off-peak travel time of about 2.2 minutes through this section of US 50, maximum delay in the westbound direction range from about 2.2 minutes on Tuesdays to 5.3 minutes on Saturdays.

Table 1: Average Travel Time from Placerville Drive to Mosquito Road (1.7 miles)

Hour Beginning	Westbound Travel Time				Eastbound Travel Time			
	Tuesday	Friday	Saturday	Sunday	Tuesday	Friday	Saturday	Sunday
12:00 AM	2.2	2.2	2.3	2.2	2.1	2.2	2.1	2.2
1:00 AM	2.2	2.2	2.2	2.3	2.1	2.2	2.2	2.2
2:00 AM	2.2	2.2	2.3	2.3	2.2	2.2	2.2	2.2
3:00 AM	2.1	2.0	2.2	2.1	2.3	2.3	2.3	2.1
4:00 AM	1.9	2.1	2.1	2.2	2.2	2.2	2.1	2.1
5:00 AM	2.0	2.1	2.0	2.0	2.2	2.2	2.0	2.1
6:00 AM	2.3	2.2	2.1	2.2	2.2	2.2	2.2	2.1
7:00 AM	2.9	2.7	2.3	2.1	2.3	2.3	2.3	2.1
8:00 AM	3.5	3.1	2.5	2.2	2.5	2.4	2.3	2.3
9:00 AM	3.0	2.9	2.6	2.4	2.5	2.6	2.7	2.5
10:00 AM	2.7	2.5	2.5	2.4	2.7	2.6	3.1	2.4
11:00 AM	2.6	2.5	2.5	3.0	2.4	2.5	3.1	2.5
12:00 PM	2.6	2.7	2.9	4.6	2.3	2.5	2.9	2.5
1:00 PM	2.8	3.5	3.4	5.8	2.4	2.6	2.9	2.4
2:00 PM	3.7	3.8	3.7	4.7	2.7	2.5	2.6	2.3
3:00 PM	4.4	4.9	5.7	4.5	2.7	2.7	2.4	2.2
4:00 PM	4.3	4.1	7.5	4.5	2.8	2.6	2.3	2.2
5:00 PM	3.6	3.2	7.2	4.1	2.7	2.5	2.3	2.2
6:00 PM	2.5	2.6	4.0	2.8	2.4	2.7	2.7	2.2
7:00 PM	2.3	2.3	2.6	2.3	2.3	2.6	2.7	2.3
8:00 PM	2.2	2.3	2.3	2.2	2.3	2.4	2.4	2.2
9:00 PM	2.3	2.3	2.3	2.2	2.2	2.2	2.3	2.2
10:00 PM	2.3	2.3	2.3	2.1	2.1	2.2	2.3	2.2
11:00 PM	2.2	2.4	2.3	2.2	2.2	2.2	2.2	2.1

Source: INRIX, from October to November 2019, excluding Thanksgiving.

Estimate Traffic and Revenue

The previously described data was used to analyze traffic and revenue potential for two pricing scenarios.

- Scenario 1 – Add one elevated express lane per direction from Placerville Drive to Mosquito Road
- Scenario 2 – Implement pricing during an interim “Trip to Green” operations plan, whereby US 50 traffic is tolled during time periods when the signals are held in a solid green phase and vehicular access across US 50 is limited to emergency vehicles only.

Scenario 1 – Elevated Express Lanes

Elevated express lanes have been identified in the US 50 Recreational Travel Hot Spot study as a potential long-term solution for recurring corridor congestion due to high levels of recreation and tourism travel through the area on weekends. Scenario 1 involved estimating the revenue potential for elevated express/bypass lanes that would allow through traffic to travel through Placerville unimpeded while keeping the existing roadway open for local travel.

Analysis Approach

The following steps were used to evaluate Scenario 1:

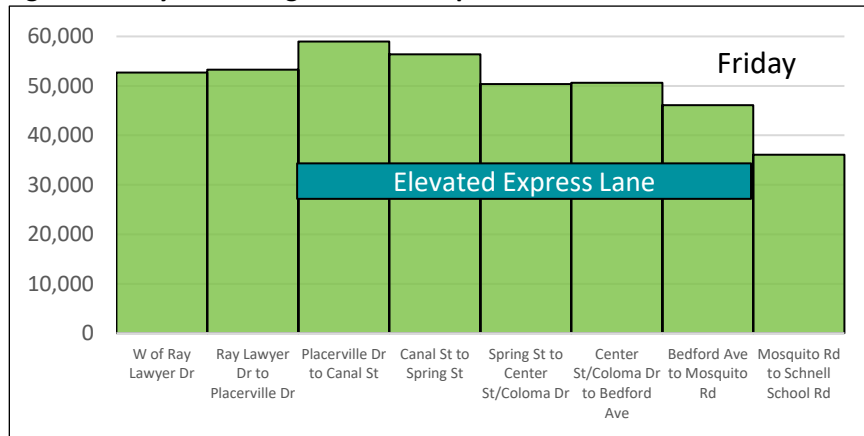
1. Identify traffic eligible to use the lanes (through traffic)
2. Use observed data to estimate potential travel time savings
3. Estimate sketch-level traffic and toll revenue

Identify Eligible Traffic

As noted earlier, hourly traffic profiles representing a typical weekday, Friday, Saturday, Sunday, and holiday were developed for each segment of the US 50 Corridor within the study area. The analysis focused on the hourly traffic on the segments at the express lanes termini, which were the segments from Mosquito Road to Schnell School Road and from Ray Lawyer Drive to Placerville Drive.

As illustrated in **Figure 7**, traffic that would be able to use the express lanes must be traveling from west of Ray Lawyer Drive to east of Mosquito Road. Since the elevated express lanes would serve through traffic only, the maximum demand for the express lane would be limited to the roadway segment with the lowest traffic volume. Although traffic volumes are higher closer to the center of Placerville, the additional traffic represent local trips that either begin or end in Placerville.

Figure 7: Daily Traffic Eligible to Use Express Lanes



For the purposes of this T&R Study, current hourly demand was increased to 2025 levels assuming growth of 1 percent per year from 2019 to 2025 and 0.5 percent per year from 2025 to 2045, using information from the El Dorado County travel demand model.

To estimate potential demand for the express lanes, the total traffic at Mosquito Road was further reduced by the following factors:

- 70 percent of trips at Mosquito Road travel through Placerville to a point west of Ray Lawyer Drive
- 10 percent of through trips may make a stop in Placerville and would use the local lanes (90 percent could use the express lanes)
- Total eligible demand is 63 percent ($0.70 \times (1-0.10)=0.63$)

That is, the maximum amount of traffic that could use the elevated express lanes even under toll-free conditions is estimated to be 63 percent of the traffic at Mosquito Road. This factor was applied to estimate the hourly traffic volumes for a typical Fall weekday, Friday, Saturday, and Sunday that is the start point of the traffic and, toll rate, and revenue analysis.

Estimate Potential Travel Time Savings

Estimated time savings for those choosing to use the express lanes were derived from the observed travel times for each of the days of the week. Since much of the existing delay on US 50 is due to traffic signals, which would remain in place, it was assumed that drivers' *perceived* delay using the existing lanes would match existing levels.

Estimate Sketch-level Traffic and Toll Revenue

Traffic demand for the express lanes was determined by the maximum eligible demand, the estimated travel time savings during different hours of the day, and drivers' willingness to pay a toll to save time. Because the existing lanes on US 50 would remain available for toll-free use, and are

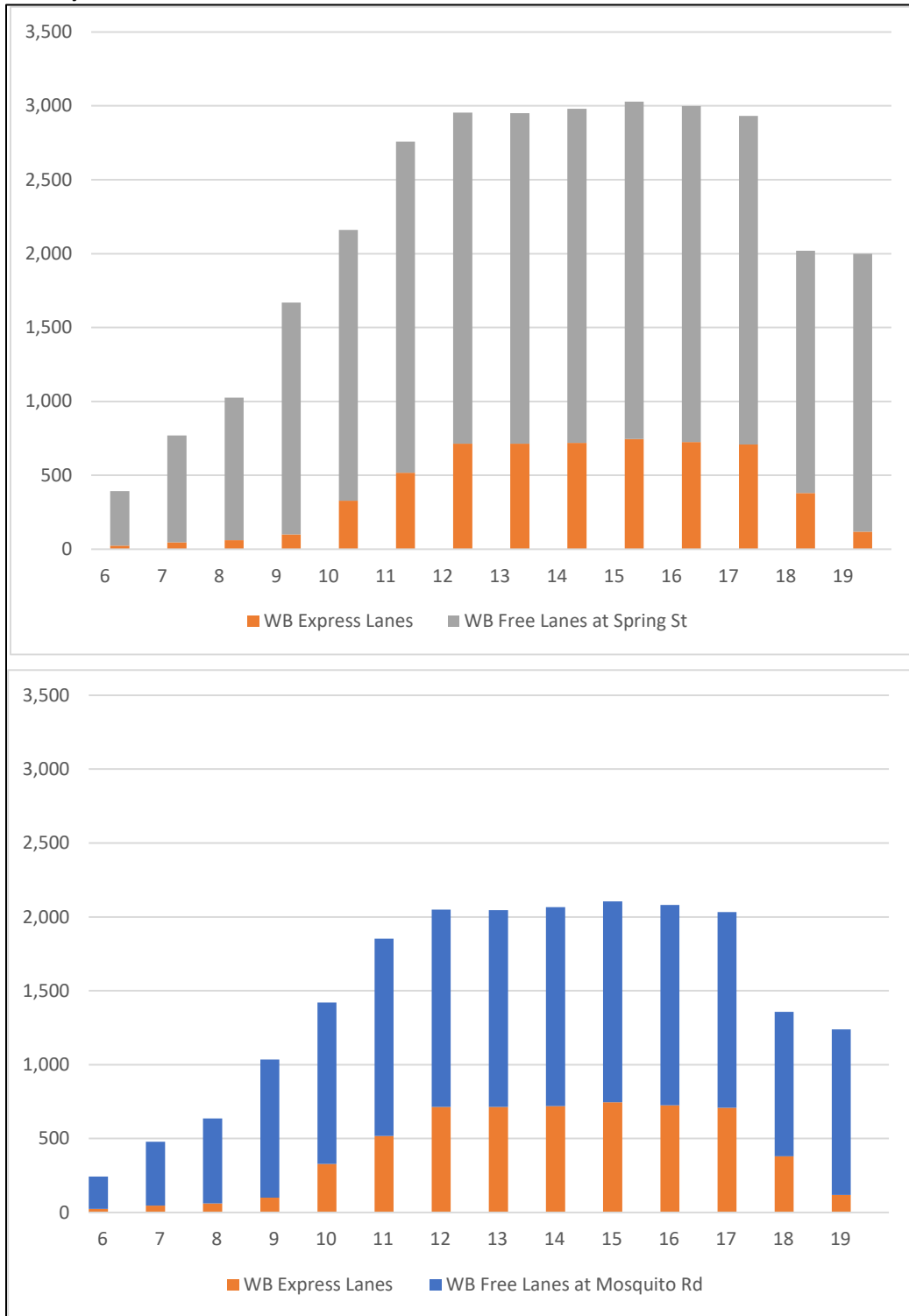
easily accessed by all traffic, the express lanes would attract more traffic during peak traffic periods, when higher delays are expected, and less at night, when little or no delay is expected.

Drivers' willingness to pay is dependent on their value of time. For this sketch-level analysis, recognizing variations in income levels in the region, it was assumed that values of time for out-of-town trips are \$0.295 per minute (or \$17.70 per hour) and values of time for local residents are \$0.266 per minute (or \$16.00 per hour).

Hourly toll schedules were developed for each day of week by direction assuming that tolls would be set low enough to encourage use of the express lanes but high enough to maintain freeflow speeds. Tolls assumed to range from \$0.50 to \$1.75 (in 2021\$) depending on congestion levels in each hour/direction, and the value of time by user group was used to estimate the share of total traffic that would be willing to pay the toll.

Figure 8 illustrates the estimated share of express lanes traffic vs. total westbound traffic demand for a typical holiday in 2025. As shown, the share of demand in the express lanes at Mosquito Road is forecasted to be approximately 700 vehicles per hour out of the total traffic estimated at 2,100 vehicles per hour, or 33 percent. The same traffic, when compared to the higher traffic volumes (3,000 vehicles per hour) at the west end of the corridor, represent approximately 23 percent of total demand.

Figure 8: Estimated Westbound Hourly Express Lane Usage as Share of Total Traffic at Two Locations, 2025 Holiday



Assuming operation 24 hours per day, 365 days per year, the daily traffic and revenue for the express lanes were factored to annual levels. Annual transactions and gross toll revenues are presented in **Table 2** for 2025 through 2045. As shown, gross toll revenues are estimated to be approximately \$1.4 million (in 2021\$) in 2025, increasing to approximately \$1.8 million (in 2021\$) by 2045, driven primarily by traffic growth rates. It is noted that these gross toll revenues do not account for revenue leakage (uncollectible tolls) that may occur due to invalid Fastrak accounts, unreadable camera images, invalid DMV lookups/addresses, non-response to violations notices, etc.

Table 2: Annual Transactions and Toll Revenue, Elevated Express Lanes Through Placerville

Year	Annual Transactions	Annual Gross Toll Revenue (2021\$)
2025	2,004,000	\$1,369,000
2026	2,013,000	1,392,000
2027	2,022,000	1,414,000
2028	2,031,000	1,436,000
2029	2,040,000	1,458,000
2030	2,049,000	1,480,000
2031	2,058,000	1,503,000
2032	2,067,000	1,525,000
2033	2,076,000	1,547,000
2034	2,085,000	1,569,000
2035	2,094,000	1,591,000
2036	2,103,000	1,613,000
2037	2,112,000	1,636,000
2038	2,121,000	1,658,000
2039	2,130,000	1,680,000
2040	2,139,000	1,702,000
2041	2,148,000	1,724,000
2042	2,157,000	1,747,000
2043	2,167,000	1,769,000
2044	2,176,000	1,791,000
2045	2,185,000	1,813,000
Total	43,977,000	\$33,417,000
Notes: Toll revenue numbers do not include deductions for leakage.		

Scenario 2 – Tolling During Trip to Green

In Fall of 2022, the City of Placerville, Caltrans and EDCTC implemented a pilot project called “Trip to Green”, whereby the traffic signals on US 50 in Placerville were held in a solid green phase for through traffic on US 50 and cross-street traffic was rerouted to local streets. The program was tested during the first three weekends of August, September (including Labor Day Monday) and October during 2022. As a potential measure to fund the Trip to Green program, and accumulate funding for the longer-term express lanes improvement, CDM Smith was requested to study the revenue potential for a pricing application during Trip to Green weekends assuming this program becomes a short- to medium-term solution for weekend, holiday and recreation and tourism congestion.

The assumptions for Scenario 2 for this sketch-level analysis include the following:

- Pricing applied during 12 weekends, consisting of 5 holiday weekends and 7 “typical” Fall weekends
- Tolls will be charged to all traffic passing through a zone or gantry, although residents of the immediate area will be exempt
- All tolls would be collected via electronic or video methods (non-stop collection)

Analysis Approach

The following steps were used to evaluate Scenario 2:

1. Identify program parameters
2. Estimate sketch-level traffic and toll revenue

Identify Program Parameters

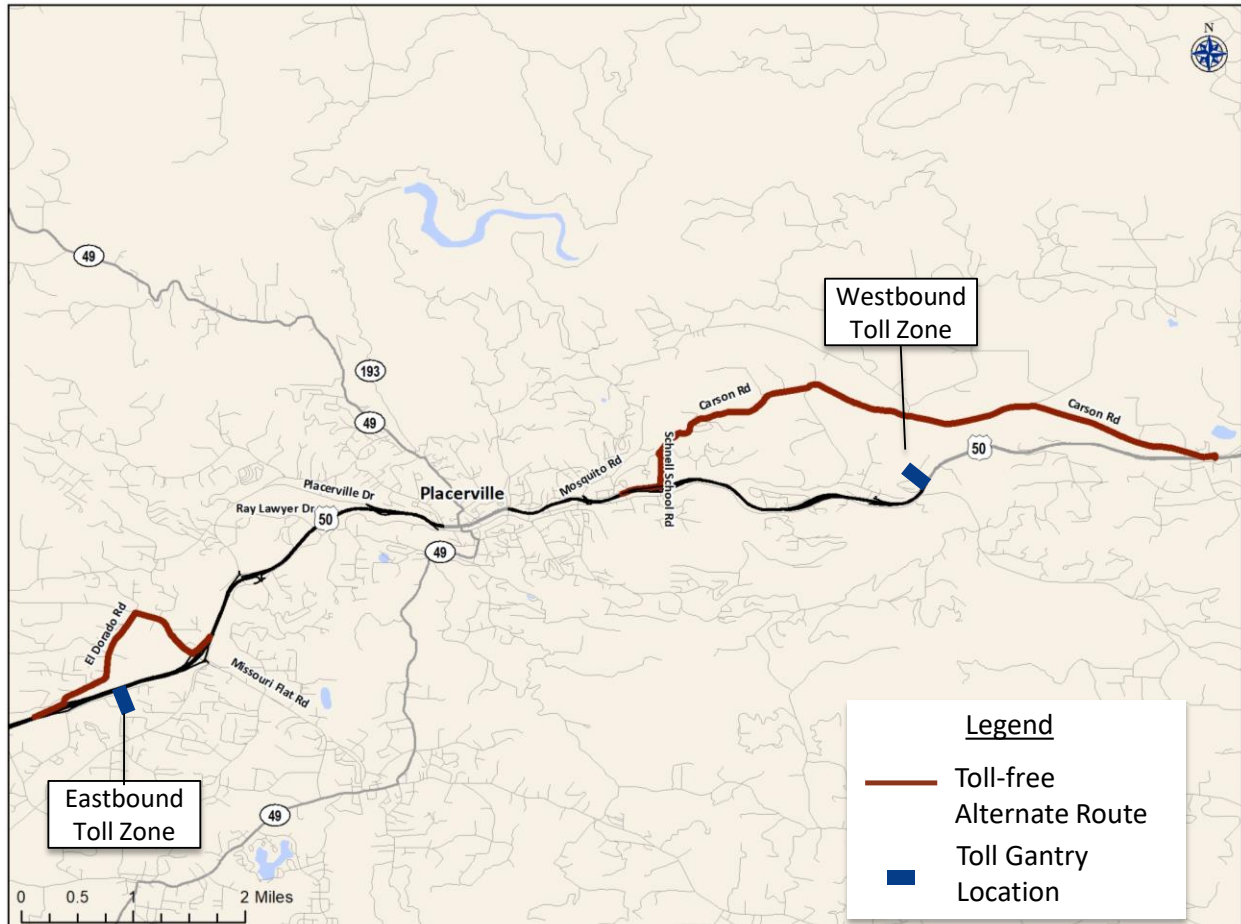
Key elements to assessing the traffic and revenue for Scenario 2 include: identifying the days/weekends that warrant a pricing program of this type; identifying the hourly traffic demand and appropriate hours for pricing; and identifying preferred locations for toll gantries to minimize diversion to local streets. While the Trip to Green program may be in effect for the entire weekend, it was assumed that pricing would only occur during 8 to 10 daytime hours, since there is no congestion during nighttime hours even on peak season weekends.

For Scenario 2 – Trip to Green, Traffic data from PeMS stations were used to create hourly traffic profiles representing for five holiday periods (Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas/New Year’s) and a typical Fall weekend.

Next, potential gantry locations were reviewed to identify locations that would be most difficult to bypass and cause the lowest amount of diversion to local streets. The preferred locations were identified to be between El Dorado Road and Missouri Flat Road for eastbound travel and east of Point View Drive for westbound travel (see **Figure 9**). While these are outside of the intersections

subject to the Trip to Green, through trips could easily be captured at these locations. As shown in Figure 9, the possible diversion routes around these toll points are much longer and on lower capacity roadways, which would discourage drivers from leaving US 50.

Figure 9: Potential Tolling Points and Potential Toll-free Diversion Route



Since all traffic would be subject to tolling, local residents would be exempt from pricing since they have few options and are likely to make multiple trips through the priced area. Based on information from the Replica database collected as part of this study, the share of local trips that would be exempt from tolling is estimated to be 10 percent for the purposes of this scenario.

Estimate Sketch-level Traffic and Toll Revenue

For Scenario 2 – Trip to Green, potential tolled transactions were estimated by summing the hourly traffic volumes for three days in each weekend over the priced period and reducing this total by the amount of exempt trips. At a toll of \$1.00, it is assumed that up to 5 percent of traffic would either divert to a toll-free alternate route or consolidate trips to reduce the number of trips across the toll zones over the weekend. Since through trips are not likely to divert around the toll zone given the

long-distance nature of their travel, traffic was considered to be relatively insensitive to higher tolls within a reasonable toll range. Therefore, at tolls of \$1 to \$3 per direction, Scenario 2 is estimated to generate annual gross revenue of approximately \$620,000 to \$1.8 million (2021\$) at current traffic levels with tolling applied to 12 weekends per year. Revenue growth would be proportional to traffic growth for the corridor, ranging between 0.5 to 1.0 percent per year, or about 12 percent through 2035, in the absence of future toll increases, for a range of \$695,000 to \$2.0 million (2021\$).

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We trust these results are suited to your needs. Please let us know if additional information would be useful in your planning for these corridor improvements.

Disclaimer

CDM Smith used currently-accepted professional practices and procedures in the development of the sketch-level traffic and revenue estimates in this report. However, as with any forecast, it should be understood that differences between forecasted and actual results may occur, as caused by events and circumstances beyond the control of the forecasters. In formulating the estimates, CDM Smith reasonably relied upon the accuracy and completeness of information provided (both written and oral) by the El Dorado County Transportation Commission (EDCTC), the California Department of Transportation, and data collected by Wood Rodgers. CDM Smith also relied upon the reasonable assurances of independent parties and is not aware of any material facts that would make such information misleading.

CDM Smith made qualitative judgments related to several key variables in the development and analysis of the traffic and revenue estimates that must be considered as a whole; therefore, selecting portions of any individual result without consideration of the intent of the whole may create a misleading or incomplete view of the results and the underlying methodologies used to obtain the results. CDM Smith gives no opinion as to the value or merit of partial information extracted from this report.

All estimates and projections reported herein are based on CDM Smith's experience and judgment and on a review of information obtained from the multiple agencies listed above. These estimates and projections may not be indicative of actual or future values, and are therefore subject to substantial uncertainty. Certain variables such as future developments, economic cycles, pandemics, government actions, climate change related events, or impacts related to advances in automotive technology etc. cannot be predicted with certainty and may affect the estimates or projections expressed in this report, such that CDM Smith does not specifically guarantee or warrant any estimate or projection contained within this report.

While CDM Smith believes that the projections and other forward-looking statements contained within the report are based on reasonable assumptions as of the date of the report, such forward-looking statements involve risks and uncertainties that may cause actual results to differ materially from the results predicted. Therefore, following the date of this report, CDM Smith will take no responsibility or assume any obligation to advise of changes that may affect its assumptions contained within the report, as they pertain to socioeconomic and demographic forecasts, proposed residential or commercial land use development projects and/or potential improvements to the regional transportation network.

The report and its contents are intended solely for use by the EDCTC, designated parties approved by EDCTC, and CDM Smith. Any use by third-parties, other than as noted above, is expressly prohibited. In addition, any publication of the report without the express written consent of CDM Smith is prohibited.

CDM Smith is not, and has not been, a municipal advisor as defined in Federal law (the Dodd Frank Bill) to EDCTC and does not owe a fiduciary duty pursuant to Section 15B of the Exchange Act to EDCTC with respect to the information and material contained in this report. CDM Smith is not recommending and has not recommended any action to EDCTC. EDCTC should discuss the information and material contained in this report with any and all internal and external advisors that it deems appropriate before acting on this information.

INFORMATION ITEM**STAFF REPORT****DATE: DECEMBER 1, 2022****TO: EL DORADO COUNTY TRANSPORTATION COMMISSION****FROM: DEEANNE GILLICK, LEGAL COUNSEL****SUBJECT: ASSEMBLY BILL 2449: NEW LEGISLATION REGARDING TELECONFERENCING**

REQUESTED ACTION

Provide staff direction regarding future Commission meeting participation options including continuing to provide AB 361 findings through February 2023; use of AB 2449 “just cause” and “emergency circumstances” for unexpected remote participation after January 1, 2023; and following traditional Brown Act teleconference meeting requirements with notice on the agenda of public teleconference meeting locations.

BACKGROUND

From March 2020 until September 2021, the Commission conducted its meetings under the Governor’s Executive Orders issued in connection with the COVID 19 pandemic. The Executive Orders modified certain requirements of the Brown Act. Specifically, the Executive Orders did the following:

- Waived the requirement that notice of each teleconference location be provided for those members of the Commission participating in the meeting;
- Waived the requirement that each teleconference location be accessible to the public;
- Waived the requirement that members of the public be able to address the Commission at each teleconference location;
- Waived the requirement that local agencies post agendas at all teleconference locations; and
- Waived the requirement that at least a quorum of the Commission participate from locations within the boundaries of the territory over which they exercise jurisdiction.

The Governor’s Executive Orders were subsequently codified with slight modifications by the legislature through the passage of AB 361 in September of 2021 which formally amended the Brown Act to allow continued flexibility for public meetings following the expiration of the Governor’s Executive Orders. Similar to the Executive Order, AB 361 provided the same modified requirements listed above with some additional requirements which are as follows:

- Agencies cannot require that written comments be submitted in advance of a meeting, agencies may only close the comment period at the same time it is closed during the meeting.
- Agencies must clearly advertise the means by which the public can observe the meeting and offer comment during the meeting via either a call in or internet-based option, the public must be given an opportunity for the public to comment directly.
- In the event of a disruption in broadcasting the meeting, the legislative body shall take no further action until meeting access is restored to the public.

The provisions of AB 361 regarding remote meetings required one of the following criteria be met and that the Commission adopt a Resolution affirming the criteria have been met every 30 days:

- (A) **The local agency is holding a meeting during a proclaimed state of emergency**, and state or local officials have imposed or recommended measures to promote social distancing;
or

(B) **The local agency is holding a meeting during a proclaimed state of emergency** for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or

(C) **The local agency is holding a meeting during a proclaimed state of emergency** and has determined, by majority vote, that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

A prerequisite to holding the meetings is that there be a proclaimed state of emergency. Accordingly, as permitted by AB 361, the Commission has continued to meet via a hybrid remote meeting format with some commissioners participating remotely and some in person. The Governor's COVID-19 State of Emergency has been in effect since March 2020.

On October 17, 2022, the Governor announced that the COVID-19 State of Emergency will expire on **February 28, 2023**. As a result, the Commission will no longer be able to avail itself to the options under the AB 361 provisions, Government Code § 54953(e)(1), of the Brown Act.

DISCUSSION

Options for Future Meetings

Following the expiration of the State of Emergency, Commission meetings will need to be conducted in one the following ways: 1) either in person only, 2) via the "pre-covid" traditional Brown Act teleconference rules, or 3) in accordance with the newly enacted legislation providing a hybrid option in limited circumstances, AB 2449, effective January 1, 2023.

The following is a summary of the three meeting options:

1. In Person.

Commission meetings may be conducted in person only with a requirement that a quorum of Commission members be present in person and the meeting be held in a publicly accessible location and open to the public to attend.

2. Teleconference Rules.

The teleconference rules of the Brown Act, Government Code § 54953(b), permit the Commission to meet via teleconference from different locations that are advertised on the meeting agenda. The term "teleconference" is defined as "a meeting of individuals in different locations, connected by electronic means, through either audio or video, or both." The meeting must comply with the following specific requirements:

- A. At least a quorum of the Commission must participate from teleconferencing locations within the Commission's jurisdiction (El Dorado County).
- B. Each teleconference location must be identified in the meeting agenda.
- C. Agendas must be physically posted at each teleconference location.
- D. Each teleconference location must be accessible to the public.
- E. The agenda must provide an opportunity for public comment at each teleconference location.
- F. All votes must be via rollcall.

3. AB 2449 Amendments to the Brown Act, “hybrid” remote participation option.

On September 13, 2022, the Governor signed Assembly Bill 2449 into law, and it becomes effective on January 1, 2023. It provides new rules concerning remote access to and Commission member attendance under the Brown Act.

Government Code § 54953(f) provides a new alternative for abbreviated teleconferencing procedures for calendar year 2023 that do not require there be a proclaimed State of Emergency. Under this provision the Commission may hold virtual, remote public meetings under the following circumstances.

- A. At least a quorum of Commission members participate in person from a single physical public location identified on the meeting agenda and within the Commission’s jurisdiction, El Dorado County.
- B. If a quorum of the Commission is present in person, a Commission member who is not physically present may request virtual attendance at the Commission meeting under two circumstances:

- 1) For “just cause”.

Specifically, a Commission member has “just cause” for remote participation when:

- a. There is a childcare or caregiving need (for a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner) that requires participation remotely. Government Code § 54953(j)(2)(A).
- b. A contagious illness prevents the member from attending the meeting in person. Government Code § 54953(j)(2)(B).
- c. There is a need related to a defined physical or mental disability that is not otherwise accommodated for. Government Code § 54953(j)(2)(C).
- d. Traveling while on official business of the legislative body or another state or local agency. Government Code § 54953(j)(2)(D).

A Commission member is limited to two virtual attendances based on “just cause” per calendar year. Government Code § 54953(f)(2)(A)(i).

Notification Procedures for “just cause”

In order for a Commission member to attend remotely for “just cause,” a Commission member must i) notify the Agency at their earliest opportunity of their need for such participation, and ii) provide a general description of the circumstances justifying their virtual attendance. Government Code § 54953(f)(2)(A)(i).

Commission members are permitted to make their notification as late as the start of the regular meeting of the Commission. Under such circumstances the Commission would not need to take action to allow the Commission member to attend virtually.

- 2) Due to “emergency circumstances”.

“Emergency circumstances” are defined as “a physical or family medical emergency that prevents a member from attending the meeting in person.” Government Code § 54953(j)(1). Commission members are not required to disclose any medical diagnosis or disability, or any personal medical information that is already exempt from existing law. Government Code § 54953(f)(2)(A)(ii).

Notification Procedures for “emergency circumstances”

A Commission member must make a request to the entire Commission to allow the member to attend remotely due to an emergency circumstance and must provide a general description of the circumstance justifying such attendance. Government Code § 54953(f)(2)(A)(ii). The request must be made “as soon as possible” and must be made for each meeting in which they seek to participate remotely.

If the request does not allow for adequate time to be placed on the agenda as an action item, then the Commission may take action at the beginning of the meeting. Unlike a “just cause” request, a request due to an “emergency circumstance” requires that the Commission take action and approve the remote attendance at the beginning of the meeting.

C. Additional requirements under AB 2449

In addition to making a request for “just cause” or an “emergency circumstance” for remote appearance, the following requirements apply:

- 1) Before any action is taken during the meeting the Commission member participating remotely must publicly disclose whether any other individuals 18 years or older are present in the room at the remote location with the member, and the general nature of the member’s relationship with any such individual. Government Code § 54953(f)(2)(B).
- 2) The Commission member participating remotely must participate through both audio and visual technology. Government Code § 54953(f)(2)(C).
- 3) A Commission member’s participation cannot be for more than three consecutive months or 20 percent of the regular meetings for the local agency within a calendar year. If the Commission meets fewer than 10 times per calendar year, a member’s participation from a remote location cannot be for more than two meetings. Government Code § 54953 (f)(3).

Based on the aforementioned requirements of AB 2449, in order for Commission members to participate, the Agency must provide a two-way audio-visual manner for participation (i.e., Zoom). The agendas will need to provide how the public may attend the meeting electronically or telephonically. If the meeting broadcast is disrupted, the Commission is prohibited from taking action on agenda items until public access is restored.

D. Timeline.

AB 2449 is effective January 1, 2023. The legislation further articulates sunset dates for the AB 361 rules the Commission has been operating under since September of 2021. Rules under AB 361 are scheduled to expire on January 1, 2024. As discussed above, AB 361 is only applicable if there is a proclaimed state of emergency. Accordingly, upon the expiration of the state of emergency on February 28, 2023, conducting a meeting under AB 361 rules is no longer an option.

AB 2449 and the rules above pertaining to “just cause” and “emergency circumstances” will sunset on January 1, 2026, unless further legislation amending the Brown Act is passed. The Commission’s options for meeting will be the two options that existed pre-COVID-19, that is traditional meetings in person or via traditional teleconference rules (discussed in option 2 above).

E. Administrative Burden related to meetings conducted pursuant to AB 2449.

Assuming hybrid participation under AB 2449 occurs, staff will need to:

- i. Confirm ahead of each meeting that there will be a quorum of Commission members in attendance in person.
- ii. Make arrangements for the meeting to allow for remote participation including notice on the agenda to allow for remote audio participation by the public
- iii. Monitor and maintain a record of which Commission member requests to appear remotely pursuant to AB 2449 and how many times such member has appeared remotely in order to ensure compliance with the limitations related to remote attendance (2 times in a calendar year for “just cause” and no more than 3 consecutive months for “emergency circumstances” or more than 2 meetings if the Commission meets fewer than 10 times in a calendar year.
- iv. Monitor the reason for the request, “just cause” or “emergency circumstances”.
- v. Monitor and record the action taken by the Commission to approve the request.
- vi. All votes will need to be taken via rollcall.
- vii. If there is a disruption in the meeting broadcast or the ability to receive call in or internet based public comment, no further action can be taken until the issue is resolved by staff.

Approved for Agenda:



Woodrow Deloria, Executive Director