

EXECUTIVE DIRECTOR'S REPORT

DATE: AUGUST 3, 2023
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

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

TRANSPORTATION PLANNING

Greater Placerville Wildfire Evacuation Preparedness, Community Safety, and Resiliency Plan

The EDCTC Board awarded the consulting contract to DKS at the March 3, 2022, meeting. Since September 2022, EDCTC has participated in monthly "Greater Placerville Multi-Project Coordination" meetings with the El Dorado County Office of Wildfire Preparedness and Resilience, the El Dorado and Georgetown Resource Conservation District (RCD), El Dorado County Fire, and the Placerville and Texas Hill Fire Safe Councils. The project was awarded \$75,000 in State Highway Account (SHA) funds in January 2023 to augment the existing public outreach effort. The first public workshop was held Wednesday, May 17, 2023, from 6:30 to 8:00 pm at the El Dorado County Planning Commission Hearing Room. The Draft Existing Conditions Report was presented at the June 1, 2023, EDCTC Board meeting and was subsequently finalized and posted on the project website. The project had an informational booth at the June 15-18, 2023, El Dorado County Fair and attended the Saturday, June 17, 2023, Placerville Farmers Market. The project plans to hold three community outreach events during the last week of August: one with the Diamond Springs and El Dorado communities, one with the "Apple Hill" community, and one with the Camino and Pollock Pines communities.

Caltrans FY 2023/24 Sustainable Transportation Planning Grants

EDCTC submitted a Sustainable Transportation Planning Grant application to Caltrans for the preparation of a "Next Generation Transportation Investments Strategy," to provide data, analytics, and information to support transportation investments across the West Slope of El Dorado County. Changes in transportation funding policies at the State and Federal levels, combined with a dramatic shift in performance outcomes toward equity, adaptation and resiliency, and combating climate change, have presented new challenges in the regional transportation planning space. Consequently, EDCTC is evermore challenged by these performance metrics due to low population densities, expansive geography, and widely dispersed disadvantaged cohorts, each of which are key metrics in all transportation funding programs. To overcome some of these challenges and develop a data driven, performance-based transportation investment strategy which aligns with these new policies and performance outcomes, EDCTC is pursuing Caltrans Sustainable Transportation Planning Grant funding to work with proven subject area experts. This will ensure that EDCTC can advance statewide goals related to land use, multi-modal transportation, climate and equity, and continue to deliver transportation projects that meet the needs of today's rural residents.

Active Transportation Plans

EDCTC supported El Dorado County staff with active transportation project grant applications and continues to assist with funding administration in support of project development as required. EDCTC has taken responsibility for the collection of bicycle and pedestrian count data from counters located on multi-use trails on the West Slope. EDCTC is supporting El Dorado County and the City of Placerville with the adoption of Active Transportation Plans (ATP). The El Dorado County ATP is anticipated for formal adoption by the Board of Supervisors this fall.

EL DORADO TRANSIT AUTHORITY

In March, EDCTA awarded a contract to DanTec Associates to perform an update to the Short- and Long-Range Transit Plan. A public workshop was held at the May 4 EDCTA board meeting. Two additional public workshops were held on May 3, the first from 9:30 to 11:00 am at Placerville Town Hall and the second from 6:30 to 8:30 pm at the El Dorado Hills CSD Pavilion. EDCTC staff is working very closely with EDCTA on this effort to determine the next generation of transit service post-pandemic.

For the months of May and June 2023, ridership across all three (3) modes of service (Demand Response, Fixed Route, Commuter) continued to trend up despite the absence of Saturday fixed-route service. Fiscal Year-to-date ridership was up 26.9% overall.

In May, systemwide monthly passenger trips increased by 21.3% compared to the previous year. Demand Response ridership increased by 62.8%. Local Fixed Route ridership increased by 16.1% and commuter ridership increased 13.5%. The Sacramento/Tahoe Connector service grew 9.5% in May 2023 compared to May 2022.

In June, systemwide monthly passenger trips increased by 20.0% compared to the previous year. Demand Response ridership increased by 58.1%. Local Fixed Route ridership increased by 16.1%, and commuter ridership increased by 10.4%.

PARTNER AGENCY COORDINATION

EDCTC is monitoring project allocation requests, bid awards, and planning activities for all projects which the Commission has programmed funds or played a role in project planning and development. EDCTC staff is also monitoring land use development activity and providing comment letters reflecting consistency with the 2020 El Dorado County Regional Transportation Plan and other related plans and studies administered by the EDCTC. EDCTC continually works with El Dorado County and the City of Placerville staff to amend the SACOG Metropolitan Transportation Improvement Program (MTIP) for County and City projects. EDCTC has included all the recently programmed CMAQ and STBG projects in the EDCTC Project Monitoring Report and SACOG MTIP. EDCTC continues to monitor STBG and CMAQ project delivery on all projects for which EDCTC has programmed these funds.

Climate Adaptation Program/PROTECT

On July 31, 2023, in coordination with the City of Placerville, EDCTC staff submitted a Climate Adaptation Program application to the California Transportation Commission for the US 50 Trip to Green Congestion Management and Resiliency Strategy. EDCTC is also preparing an application for Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program funding, which is due August 21, 2023. The applications are requesting \$3,750,000 to complete the Environmental Approvals, Engineering Design and Right-of-Way to install the necessary infrastructure to conduct Trip to Green on an as needed basis. The infrastructure will include items such as automated signs, signals, automatic and mechanical arm gates, rising bollards, permanent and/or relocatable barriers, channelizers, directional signage, and other hardscape improvements that support the implementation, safety, and operations of the project.

CITY OF PLACERVILLE**Main Street/Cedar Ravine/Clay Street Intersection Improvement Project**

Project progress resumed in 2022 after a SHPO review and approval process delay slowed the project in 2021. The City received another HBP extension due to the SHPO delay, securing Clay Street Bridge funding. On July 27, 2023, the City of Placerville received an E-76 federal authorization for Preliminary Engineering Cost Adjustment to continue work towards completing the EIR. The City of Placerville plans to complete CEQA and NEPA in the fall of 2023 followed by complete design in summer 2024 to prepare to begin construction in the winter of 2025.

Broadway Maintenance and Sidewalks Project

The project improves pedestrian safety by constructing new curb, gutter, and sidewalk on four segments of Broadway between the Main Street/Mosquito Road/Broadway intersection and Orchard Lane where there are currently no pedestrian facilities. The city expanded the project to include maintenance of the pavement and underground utility repair and replacement on Broadway between the same project limits as the sidewalks project. The City received Highway Safety Improvement Program (HSIP) funds to construct the sidewalk and pedestrian elements of the project. The maintenance project is funded by Measures H and L funds and the City has requested \$1 million in Surface Transportation Block Grant (STBG) funds from EDCTC to fully fund the maintenance element. The \$1 million in STBG funds were programmed at the May 5, 2022, EDCTC Board meeting. The sidewalk project went out to bid for construction on March 28, 2023, and bids were opened on April 27, 2023. Only one bid was received, and on May 24, 2023, the City Council rejected the lone bid, and the project was readvertised. The second bid opening was held on June 20, 2023, and two bids were received. Both bids came in significantly higher and were above the available funding for construction. The City reached out to Caltrans to discuss the funding shortfall, and Caltrans committed to provide additional HSIP funding in the new state fiscal year. Because the bids will expire by then, the project will have to be readvertised. Both the sidewalks and maintenance projects are scheduled to go out to bid in October 2023. Broadway Sidewalks and Broadway Maintenance will be advertised in October 2023, with construction planned for spring 2024.

Canal Street Phase 1 Project

The project spans from Cougar Lane to Combella Road on Canal Street in Placerville and proposes to construct bicycle facilities and replace existing sidewalk, as well as construct new sidewalk on Combella Road that will allow for safer and direct access to both Markham Middle School and El Dorado High School for students, pedestrians, and bicyclists. The City applied for and received \$1,327,950 in CMAQ funds as part of the 2022 call for projects and will be supplying \$172,050 in Measure L funds as the required local match on the project. On July 27, 2023, the City of Placerville released a Request for Proposals for environmental and design services with proposals due August 31, 2023. In fall 2023, the City of Placerville plans to award an environmental and design services contract and begin environmental and preliminary engineering work.

Canal Street Phase 2 Project

The project spans from Cougar Lane to the southernmost driveway at El Dorado High School to construct ADA-compliant curb ramps and continue south on Canal Street from said driveway to US Highway 50 to remove the existing narrow sidewalk and construct a new 2,890 lineal feet of sidewalk, pavement rehabilitation, underground utility repair and replacement, drainage improvements, and striping to provide for bicycle facilities. In September 2022, EDCTC programmed \$750,000 Surface Transportation Block Grant (STBG) Program funds with \$156,000 in Measure L funds to meet the local match requirement. On July 27, 2023, the City of Placerville released a Request for Proposals for environmental and design services with proposals due August 31, 2023. In fall 2023, the City of Placerville plans to award an environmental and design services contract and begin environmental and preliminary engineering work.

Combella Road Sidewalk Project

The project proposes to construct a sidewalk from the east end of David Circle to Canal Street on Combella Road. The design funds for this project were requested as part of the Canal Street Phase I project. This project addresses only the construction phase. In September 2022, EDCTC programmed \$783,490 in Surface Transportation Block Grant (STBG) Program funds with \$101,510 in Measure L funds to meet the local match requirement. On July 27, 2023, the City of Placerville released a Request for Proposals for environmental and design services with proposals due August 31, 2023. In fall 2023, the City is planning to award an environmental and design services contract and begin environmental and preliminary engineering work.

Placerville Station II

The project area is the gravel lot adjacent to the existing Placerville Station (Mosquito Park and Ride) north of U.S. 50. In March 2019, EDCTC programmed \$645,000 in CMAQ funds to the project. The construction contract was awarded to Doug Veerkamp General Engineering on October 11, 2022, for an amount not to exceed \$1,371,854. Construction began on April 24, 2023, and is anticipated to conclude in fall 2023. The project includes:

- Construction of a 50-stall parking lot with lighting and landscaping
- Bicycle racks and lockers
- Replacement of an existing water main and services
- Replacement of sewer connection
- Paving Mosquito Road between the westbound US 50 off-ramp and Clay Street
- Realigning the existing El Dorado Trail
- Improved connection to El Dorado Transit and Amtrak Bus Service, including concrete bus pads

Placerville Drive Bicycle and Pedestrian Facilities Project

The project will design bicycle facilities and sidewalks along Placerville Drive from west of the US 50 undercrossing to Green Valley Road and sidewalk on the west side of Green Valley Road from Placerville Drive to Mallard Lane. Both Class II bike lanes and Class IV bikeways on Placerville Drive in the project area will be evaluated during preliminary engineering. In June 2016, EDCTC programmed \$1.1 million of CMAQ funds to the project to fund PA&ED and PS&E. The City awarded the consulting contract to Drake Haglan and Associates at the July 10, 2018 City Council meeting. At the March 7 meeting, EDCTC programmed \$680,303 in CMAQ to the project. Those funds were added to the PA&ED/PS&E and ROW phases in SACTrak via an administrative amendment. On April 15, 2021, the SACOG Board of Directors awarded \$1.22 million in Regional ATP Cycle 5 funding to the Placerville Drive Bicycle and Pedestrian Facilities Phase 1 project (Placerville Drive between Cold Springs Road and the Ray Lawyer Drive/Green Valley Road intersection, and Green Valley Road from Placerville Drive to Mallard Lane). The City submitted an Active Transportation Program Cycle 6 State application on June 15, 2022, for construction funding for the Phase 1 Project. At their December 7-8, 2022 meeting, the CTC awarded the Phase 1 project \$15.4 million of State ATP Cycle 6 funding to construct improvements along Placerville Drive and Green Valley Road. The City Council adopted the Final Initial Study/Mitigated Negative Declaration (IS/MND) (for the full project limits) at their January 10, 2023 meeting. The City Council also approved Amendment 4 to the Dewberry consulting contract in the amount of \$1,769,939 to fund completion of the PA&ED phase for the full project limits, and completion of the ROW and final design phases of the Phase 1 project. Phase 1 design began in February 2022, and is currently working towards completing 65% design. The City of Placerville plans to begin right-of-way phase 1 in August 2023, complete final design in May 2024, followed by construction contract award in fall 2024.

Placerville Drive Pedestrian Connectivity Project

The project is located along Placerville Drive from the Fairgrounds Interchange at US 50 to Armory Drive. The primary goal of the project is to close a large gap in the sidewalk network on Placerville Drive between key origins and destinations. The project will construct the following:

- 600 feet of curb, gutter, and sidewalk on the west side of Placerville Drive from the Fairgrounds Interchange at US 50 to the County Fairgrounds crosswalk.
- 550 feet of curb, gutter, and sidewalk on the east side of Placerville Drive from the County Fairgrounds crosswalk to Armory Drive.
- Install a Rapid Rectangular Flashing Beacon (RRFB) at the County Fairgrounds crosswalk with in-pavement flashers, or other safety features, at the crosswalk to provide a safer mid-block crosswalk for pedestrians.

EDCTC programmed \$2,213,250 in CMAQ funds to the project in August 2022. The city submitted an RFA for preliminary engineering funds to Caltrans in August 2022, and will begin environmental studies in February 2023. The City Council awarded a consulting contract to R.E.Y. Engineers for

\$529,154 at their January 24, 2023 meeting for PA&ED, PS&E, ROW, and CON Engineering. The City of Placerville will hold a public meeting in August 2023, followed by the final environmental document in October 2023.

EL DORADO COUNTY

Camino Wayfinding

EDCTC is working with El Dorado County and Caltrans to explore opportunities for a signage and wayfinding plan for the greater Camino area. This effort would identify locations and a theme for signage and wayfinding infrastructure to help mitigate loss of access across US 50 from the recent US 50 Camino Safety Project. While not yet fully developed, the scope of work would include extensive public and stakeholder engagement to establish a theme, which is consistent with the character of the area. Should EDCTC secure grant funding to pursue this effort, the 2023/24 Overall Work Program will be amended to include this task.

Pony Express Trail ATP Project

EDCTC is coordinating with El Dorado County to ensure timely delivery of the awarded Cycle 5 Active Transportation Project on Pony Express Trail in Pollock Pines. The project received approval of an extension request from the CTC, required due to delays from both COVID-19 and the Caldor fire.

Missouri Flat Road Pedestrian Overcrossing

EDCTC supported El Dorado County DOT staff with the preparation of two grant applications for statewide and SACOG regional ATP Cycle 6. The County was not awarded funding in the statewide ATP round. However, the County was awarded \$3,271,000 million in SACOG Regional ATP funding for the Missouri Flat Road El Dorado Trail Bicycle and Pedestrian Overcrossing project.

Diamond Springs Parkway

EDCTC has been involved in discussions with County DOT staff regarding the funding shortfall identified on the Diamond Springs Parkway. To date, EDCTC has not identified a feasible funding program at the State or Federal level given the nature of the Parkway project. EDCTC will continue to work with County DOT to find a resolution to this funding challenge.

SACOG

MTP/SCS

EDCTC is working with SACOG, El Dorado County, and the City of Placerville on the next update of the MTP/SCS (2024 Blueprint), including the coordination of future SACOG led outreach efforts underway in various locations throughout the region. EDCTC supported SACOG in their preparation of a Corridor Multimodal System Plan grant application for the US 50 Corridor. A member of the EDCTC staff will also serve as a panelist for a Regional Trails Implementation effort which is currently seeking proposals.

Regional Funding Round

EDCTC staff is serving on the SACOG Staff Member Funding Round Working Group. Director Deloria was appointed as the Chair of this six-county funding working group. Vice Chair Thomas was appointed as Chair of the SACOG Board Member Funding Working Group. This effort will help shape how future funding rounds are administered, including the performance metrics and criteria used for project ranking and selection. EDCTC staff will report to the Commission as this effort progresses over the next year.

CALTRANS

SR 49 SHOPP

EDCTC recently met with Caltrans District 3 staff to discuss the SR 49 State Highway Operation and Protection Program (SHOPP) project planned for the segment of SR 49 from Cool to Auburn

scheduled to begin in 2025. Coordination on this effort included identifying improvements proposed in the recent SR 49 Confluence Study, which have the potential to be implemented through a Caltrans SHOPP project.

EDCTC staff has been working with Caltrans and El Dorado County to identify locations for installation of signage directing traffic onto Carson Road for both east and west-bound travelers on US 50 adjacent to the recently completed US 50 Camino Safety Project. Caltrans will provide an update on this effort at the EDCTC meeting on August 3, 2023.

Additionally, EDCTC staff has been working with Caltrans and El Dorado County on the installation of deer crossing signs and flashing beacons. These locations would be on the western portion of US 50 from the El Dorado/Sacramento County line east to the Bass Lake grade.

STATE TRANSPORTATION LEGISLATION AND FUNDING

The Governor released the revised budget on May 12, 2023, which included an increase budget shortfall of \$9 billion for a total a budget gap of nearly \$32 billion in fiscal year 2023/24. Governor Newsom proposes to address this gap by shifting funding sources and internal borrowing. This would include shifting \$3.3 billion in existing commitments out of the general fund, including paying for \$1.1 billion in climate spending and \$1.1 billion in college student housing projects with bonds, and pulling back another \$1 billion in unused money from programs such as middle-class tax refunds and utility bill support for low-income residents. The state will also borrow \$1.2 billion from special funds and increase a tax on managed care health plans by \$2.5 billion. The Governor equates this significant shortfall to monthly tax revenues coming in billions below the forecast levels. It is important to note that the transportation funding under SB 1, the Road Repair and Accountability Act of 2017, is protected under Proposition 69. Proposition 69 was a state constitutional amendment which ensures revenues from SB 1 can only be used for transportation-related purposes. This was approved by voters in June 2018, locking the gas tax revenue to transportation only.

Listed below are a number of bills in the California Legislature EDCTC staff is tracking related to transportation policy and funding. The status of each bill is also now included to help track progress in the legislature.

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

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

Status: Failed Deadline in Senate (7/14/23)

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

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

incorporate specified principles into their existing program funding guidelines and processes.

Status: Referred to Senate Appropriations Committee (7/12/23)

AB 16 – Dixon (R): Motor Vehicle Fuel Tax Law: adjustment suspension

Existing law requires the adjustment to the fuel tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families.

Status: Referred to Assembly Transportation Committee (3/30/23)

AB 53 – Fong, Vince (R): Motor Vehicle Fuel Tax Law: suspension of tax

This Bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

Status: Referred to Assembly Transportation Committee (3/30/23)

AB 241 – Reyes (D): Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.

Current law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Current law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Current law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035.

Status: Measure Amended Assembly Floor (6/30/23)

AB 251 – Ward (D): California Transportation Commission: vehicle weight safety study

Would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee or restructuring an existing fee to include consideration of vehicle weight. The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature, as specified.

Status: Referred to Senate Appropriations Committee (6/26/23)

AB 295 – Fong, Vince (R): Department of Transportation: maintenance projects

Would require the Department of Transportation to expedite roadside maintenance for specified projects related to roadside maintenance and the removal and clearing of material, as provided. The bill would also authorize local governmental entities, fire protection districts, fire safe councils, and tribal entities to notify the department of those projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger, as provided. The bill would require the Division of Maintenance to begin the maintenance project within 90 days of being notified.

Status: Failed Senate Deadline (7/14/23)

AB 350 – Aguiar-Curry (D): Regional transportation plans: SACOG Current law requires certain transportation planning agencies, including the Sacramento Area Council of Governments (SACOG), to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the SACOG on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025. The bill would provide that a specified update to the regional transportation plan adopted by the SACOG for purposes of compliance with certain federal laws is not a project for purposes of the California Environmental Quality Act (CEQA), thereby exempting this update from CEQA.

Status: Passed Appropriations, Referred to Consent Calendar (7/12/23)

AB 388 – Connolly (D): Wildfire and Forest Resilience Action Plan: implementation strategies Current law establishes the Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving ecosystem health, community wildfire preparedness, and fire resilience. The bill would authorize conservancies, departments, and boards within the Natural Resources Agency to directly award regional block grants to eligible regional entities, forest collaboratives, and partnerships to implement regional plans, strategies, agreements, and initiatives. The bill would require the Department of Forestry and Fire Protection to provide the task force and to post on its internet website a description, amount, and outcome of each regional block grant.

Status: Referred to Senate Appropriations Committee (7/5/23)

AB 744 – Carrillo-Juan (D): California Transportation Commission: data, modeling, and analytic software tools procurement

Current law vests the California Transportation Commission with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Upon the appropriation of funds by the Legislature, this bill would require the commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified.

Status: Referred to Senate Appropriations Committee (7/12/23)

AB 761 – Friedman (D): Transit Transformation Task Force

Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics.

Status: Failed Deadline (7/14/23)

AB 832 – Cervantes (D): California Transportation Commission: Membership

Under current law, the California Transportation Commission consists of 13 members, including 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, and one member appointed by the Senate Committee on Rules, as specified. Current law requires the Governor, in appointing those members to the commission, to make every effort to ensure, among other things, the commission has a diverse membership with expertise in transportation issues, taking into consideration factors, including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities. This bill would require that at least one of those Governor-appointed members of the commission have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.

Status: Ordered to Third Reading Senate Floor (7/11/23)

AB 914 – Friedman (D): Electrical Infrastructure: CEQA: Review Period

The California Environmental Quality Act (CEQA) requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay.

Status: Referred to Senate Appropriations Committee (7/13/23)

AB 1250 – Friedman (D): Department of Transportation: low-carbon materials

This bill would require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature that discusses, among other things, the carbon emissions associated with materials currently used in state transportation projects, alternative materials with lower carbon emissions, and benchmarks for using materials with lower carbon materials. The bill would require the department to report to the Legislature annually on the department's progress in meeting the benchmarks described above.

Status: Referred to Senate Appropriations Committee (7/13/23)

SB 5 – Nguyen (R): Motor Vehicle Fuel Tax Law: limitation of adjustment

The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023.

Status: Failed passage in committee, reconsideration granted (5/3/23)

SB 32 – Jones (R): Motor Vehicle Fuel Tax Law: greenhouse gas reduction: suspension

The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt

suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

Status: Failed passage in committee, reconsideration granted (4/19/23)

SB 615 – Allen (D): Vehicle traction batteries

The bill would make a vehicle or battery manufacturer responsible for collecting a stranded battery, as defined, and repurposing the battery, if possible, but would require the manufacturer to ensure the battery is recycled if it cannot be reused. The bill would require, by January 1, 2025, a battery supplier, as described, to be responsible for the development of a core exchange program for replacing a battery, module, or cell removed from a vehicle, as specified.

Status: Failed Deadline (7/14/23)

SB 638 – Eggman (D): Climate Resiliency and Flood Protection Bond Act of 2024

This bill would enact the Climate Resiliency and Flood Protection Bond Act of 2024 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,000,000,000 pursuant to the State General Obligation Bond Law, for flood protection and climate resiliency projects.

Status: Postponed by Committee

SB 670 – Allen (D): Transportation: vehicle miles traveled

Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Current law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires certain transportation planning programs and processes to, among other things, identify opportunities to reduce vehicle miles traveled or measure the impact of certain policies on vehicle miles traveled. This bill would require state and local transportation agencies to create a single model for vehicle miles traveled mapping to be used for transportation planning and funding.

Status: Failed Deadline (5/19/23)

SB 695 – Gonzalez (D): Department of Transportation: state highway system public data portal

This bill would require the Department, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would also require the department to prepare and make available, no later than June 30, 2024, data, and information about activities on the state highway system on a public data portal covering the period from July 1, 2012, to July 1, 2023. The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. The bill would require the department to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.

Status: Referred to Assembly Appropriations Committee for Approval (7/6/23)

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

EDCTC staff is working with County, City of Placerville, and El Dorado Transit partners to consider and to apply for new and expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year. Some of the programs under consideration include the following:

- **Safe Streets for All (\$6 Billion)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15 Billion)** – RAISE grants support surface transportation projects of local and/or regional significance.

- **Infrastructure for Rebuilding America (INFRA) Grants (\$14 Billion)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6 Billion)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0 Billion)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **MEGA Projects (\$15 Billion)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7 Billion)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$15.77 Billion)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5 Billion)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1 Billion)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.78 Billion)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1 Billion)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2 Billion)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting June 1, 2023)*

6/2/23	CTC Road Charge TAC Meeting
6/2/23	Climate Adaptation Program Discussion
6/2/23	Special CTC Meeting
6/5/23	EDCTC Staff Meeting
6/5/23	SACOG Policy & Innovation Meeting
6/5/23	MOU Discussion with El Dorado County
6/5/23	Meeting with Caltrans – S. Takhar
6/6/23	CALCOG & SHCC Legislative Day
6/7/23	Local Assistance Day Statewide Meeting
6/9/23	Meeting with PCTPA – M. Click and R. Carter
6/9/23	Meeting with Congressman Kiley
6/12/23	EDCTC Staff Meeting
6/12/23	Coordination Meeting with EDCTC/Caltrans/EDC DOT/City of Placerville
6/13/23	EDC BOS Budget Hearing
6/14/23	SACOG Staff Funding Round Working Group – Agenda Briefing
6/15/23	SACOG Board of Directors Meeting
6/15/23	SACOG Funding Round Working Group
6/19/23	EDCTC Staff Meeting
6/20/23	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
6/20/23	Meeting with Caltrans
6/21/23	Meeting with City of Placerville – City Manager C. Morris
6/22/23	El Dorado County Annual Coordination Meeting with Caltrans
6/26/23	EDCTC Staff Meeting
6/26/23	Local Obligation Authority and Apportionments Utilization Strategy Meeting
6/26/23	Sacramento Regional Toll Policy Monthly Meeting
6/27/23	SACOG Race Equity and Inclusion Discussion
6/28-29/23	CTC Meeting
6/29/23	SACOG Race Equity and Inclusion Working Group Meeting
6/30/23	Obligation Authority Management and Project Delivery for FFY 2023
6/30/23	CALCOG Board Meeting
7/5/23	EDCTC Staff Meeting
7/10/23	EDCTC Staff Meeting
7/10/23	EDCTC/EDC Coordination Meeting
7/11/23	SACOG Blueprint Pop-up at Placerville Library
7/12/23	EDCTA Director Interviews
7/12/23	2023 Regional Transportation Plan Guidelines
7/13/23	EDCTC Director Interviews – Debrief
7/14/23	SACOG Funding Round Strategy Discussion – Sacramento Transportation Agency Director K. Bewsey
7/14/23	Diamond Springs Discussion with Supervisor Thomas and K. Flint
7/17/23	Camino Beautification Project/Diamond Springs Circulation Discussion – Supervisor Thomas
7/17/23	EDCTC Staff Meeting
7/18/23	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
7/18/23	Meeting with Caltrans
7/20/23	Meeting with Chair Clerici
7/20/23	SACOG – Coordination of Future Funding Round Framework Meeting
7/21/23	RCTF Meeting
7/31/23	EDCTC Staff Meeting
8/2/23	Phone Call with AIM Consulting – C. McAdam
8/2/23	Agenda Review with Supervisor Turnboo
8/3/23	Zartico Data Platform Discussion with El Dorado County – K. Zimbelman
8/3/23	SACOG Transportation Meeting
8/3/23	EDCTA Board Meeting