

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** NOVEMBER 2, 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**

#### **Regional Transportation Plan**

EDCTC has started work on the 2025-2045 Regional Transportation Plan beginning with the development of a list of completed projects and establishment of the Stakeholders Advisory committee. Once the Stakeholder Advisory Committee is ratified by the Commission, staff will schedule the kickoff meeting to present the schedule and scope of the effort.

#### **Next Generation Transportation Investments Strategy**

EDCTC was awarded \$217,124 in Sustainable Transportation Planning Grant funding for the preparation of a "Next Generation Transportation Investments Strategy," to provide data, analytics, and information to support transportation investments across the west slope of El Dorado County. The completed planning strategy will support EDCTC in adapting to changes in transportation funding policies at the State and Federal levels that emphasize performance outcomes toward equity, adaptation, resiliency, and combating climate change. EDCTC has received a Notice to Proceed from Caltrans for the project and EDCTC staff is working to release a Request for Proposals for consultant services this November.

#### **Camino Wayfinding**

On September 6<sup>th</sup>, EDCTC applied for Rural Planning Assistance grant funding to support the US 50 Camino Signage and Wayfinding Access Mitigation Plan. On October 2<sup>nd</sup>, EDCTC received the award letter securing \$85,000 in Rural Planning Assistance grant funding. This plan will identify locations and a theme for signage and wayfinding infrastructure to help mitigate loss of access across US 50 from the recent US 50 Camino Safety Project. The scope of work includes extensive public and stakeholder engagement to establish a theme, which is consistent with the character of the area. EDCTC staff has received the Notice to Proceed. Staff will release a Request for Proposals on November 3<sup>rd</sup> with a closing date of December 15<sup>th</sup>. Staff will prepare a Stakeholder Advisory Committee matrix to present to the Commission for consideration on December 7, 2023. The consultant contract is anticipated to be executed at the February EDCTC meeting.

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

The EDCTC Board awarded the consulting contract to DKS at the March 3<sup>rd</sup>, 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<sup>th</sup>, 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<sup>st</sup>, 2023, EDCTC Board meeting and was subsequently finalized and posted on the project website. The project had an informational booth at the June 15<sup>th</sup>-18<sup>th</sup>, 2023, El Dorado County Fair, and attended the Saturday, June 17<sup>th</sup>, 2023, Placerville Farmers Market. The project held two community outreach events during the second week of September: a virtual meeting with the Apple Hill Growers on

September 11<sup>th</sup> and an in-person meeting on September 12<sup>th</sup> at the El Dorado County Fairgrounds with the Diamond Springs community. During September the project coordinated with Sheriff's OES, Cal Fire, and the El Dorado County Office of Wildfire Preparedness and Resilience to conduct wildfire evacuation scenario modeling to assess the performance of the transportation system during an evacuation. A draft of modeling results will be shared with those agencies in mid-November. The most recent public meeting was held on Thursday, October 26<sup>th</sup>, 2023, from 6:30 to 8:00 pm at the Camino Community Church and was attended by more than 40 community members.

### **Active Transportation Program**

California Transportation Commission is holding stakeholder meetings for development of the Cycle 7 program guidelines. EDCTC has been attending meetings, coordinating with partner agencies, and preparing for the next round of competitive applications. EDCTC is also supporting El Dorado County DOT in meeting requirements for pre-construction bicycle and pedestrian counts by installing temporary counters at locations on the Pony Express Trail Bicycle and Pedestrian project which is anticipated to start construction very soon. This November, EDCTC will install temporary counters for the Missouri Flat bicycle and pedestrian overcrossing, which is also anticipated for construction in the coming months.

## **PARTNER AGENCY COORDINATION**

### **EL DORADO TRANSIT AUTHORITY**

For the month of September 2023, ridership across all three (3) modes of service (Demand Response, Fixed Route, Commuter) continued to trend up. Fiscal Year-to-date ridership was up 17.3% overall. Overall ridership increased by 11.7% compared to the previous year. Demand Response ridership increased by 58.6%, Local Fixed Route ridership increased by 3.2%, and Commuter ridership increased by 6.4%. Demand Response ridership increased by 58.6% compared to September 2022. Local Fixed Route ridership increased by 3.2%. Total commuter ridership increased 6.4%, and the Sacramento/Tahoe Connector service increased 11.4%.

In March 2023, EDCTA awarded a consulting contract to DanTec Associates to perform an update to the Short-Range Transit Plan. A public workshop was held at the May 4<sup>th</sup> EDCTA board meeting. Two additional public workshops were held May 3<sup>rd</sup> at Placerville Town Hall and at the El Dorado Hills CSD Pavilion. Transit and the consultant provided a virtual update on the Short-Range Transit Plan on September 11<sup>th</sup>, 2023, that EDCTC staff participated in. The Draft Short-Range Transit Plan will be presented at the December 7<sup>th</sup>, 2023, EDCTA Board meeting. EDCTC staff is working very closely with EDCTA on this effort to determine the next generation of transit service post pandemic.

### **Climate Adaptation Program/PROTECT**

On July 31<sup>st</sup>, 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 also prepared an application for Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program funding. 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. The Climate Adaptation Program staff recommendations are anticipated in mid-November. The Federal PROTECT program awards are not anticipated until early 2024.

### **SMART Grant**

EDCTC is also submitting a request for SMART Grant Stage 1 funding for the US 50 Trip to Green Congestion Management and Resiliency Strategy. The application will request \$1,500,000 which would fund the project through the Project Approval and Environmental Document phase. Recipients

of Stage 1 funding are eligible to apply for Stage 2 funding which would support additional project development and potentially construction.

#### Metropolitan Transportation Plan/Sustainable Communities Strategy

EDCTC is working with SACOG, El Dorado County, and the City of Placerville on the next update of the MTP/SCS (2024 Blueprint). EDCTC staff will be participating in the review of consultant proposals for Regional Mobility Zones planning work set to take place later this year.

#### 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.

#### SR 49 SHOPP

Caltrans recently completed the emergency paving work on SR 49 from Cool to the American River Confluence. SR 49 was closed from 8:00 pm to 5:00 am October 24<sup>th</sup> and 25<sup>th</sup>. 1.75 miles was paved to improve roadway surface conditions after the severe weather experienced during the winter of 2022/2023.

### **EDCTC PROJECT OVERSIGHT AND ADMINISTRATION**

EDCTC is responsible for oversight of project delivery regarding transportation funding programmed to local agencies such as the City of Placerville and El Dorado County. One aspect of this oversight is ensuring that project invoicing is submitted consistent with the funding requirements for various State and Federal funding sources administered by Caltrans. One of the primary requirements is that projects are invoiced on a regular basis to ensure timely use of funds and retain all funds programmed to a given project. Caltrans monitors project delivery closely and maintains a published list of those projects which have not been invoiced within the last 6 months or more, known as the Inactive List. This list is published on the Caltrans website for local agencies such as EDCTC to monitor and work with local cities and counties to ensure invoices are submitted in a timely manner. Ultimately, if a city or county does not submit an invoice within 11 months and does not provide justification for why, the obligated funds could be removed from the project and programmed elsewhere. The current inactive projects list has not been updated since August 29, 2023. Therefore, the list is not included in this report as it is out of date and does not reflect projects which have submitted invoices and are no longer in jeopardy. EDCTC staff is working closely with County and City staff to resolve the delivery challenges facing partner agencies' projects.

### **STATE TRANSPORTATION LEGISLATION AND FUNDING**

The Governor released the revised budget on May 12<sup>th</sup>, 2023, which included an increased budget shortfall of \$9 billion for a total 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.

The California Legislature ended its 2023 session on September 14<sup>th</sup>. The Governor had until September 30<sup>th</sup> to sign or veto bills. Several bills that EDCTC staff is tracking related to transportation are listed below.

**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) may be acted upon January 2024**

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

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

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

**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 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: Approved by Governor (10/7/23)**

**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: Approved by Governor (10/10/23)**

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

**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: Approved by Governor (10/8/23)**

**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 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: Approved by the Governor (10/8/23)**

### **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 October 5, 2023)*

10/9/23	Transit Opportunities into SLT Discussion
10/9/23	EDCTC Staff Meeting
10/11/23	SACOG Staff Funding Round Working Group
10/11/23	Phone Call with SACOG – J. Corless
10/16/23	EDCTC Staff Meeting
10/16/23	Discussion with Supervisor Thomas
10/16/23	Wildfire Prep Plan Check in Meeting with DKS Associates
10/16/23	Meeting with DKS Associates Regarding Preliminary Results
10/17/23	RTPA Meeting
10/17/23	Meeting with Caltrans – S. Takhar and P. Bishop
10/18-19/23	CTC Meeting
10/18/23	Active Transportation Program Workshop
10/19/23	Meeting with EDC to Discuss Cameron Airpark Airport
10/19/23	Met with Cameron Airpark Airport Manager
10/19/23	SACOG Board of Director's Meeting
10/20/23	EDCTC/EDC Coordination Meeting
10/23/23	EDCTC Staff Meeting
10/23/23	EDCTC TAC Meeting
10/26/23	SACOG REI Working Group Meeting
10/30/23	SACOG Policy and Innovation Meeting
10/31/23	Agenda Review with Chair Clerici
10/31/23	Agenda Review with Supervisor Turnbo
11/1/23	Meeting with SACOG and PCTPA
11/2/23	CTC/CARB/HCD Meeting
11/2/23	SACOG Transportation Meeting
11/2/23	SACOG Land Use & Natural Resources
11/2/23	EDCTA Board Meeting