

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** JUNE 6, 2024  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT

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*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. The Regional Transportation Plan Advisory Committee (RTPAC) matrix was approved by the Commission at the November meeting, and a first meeting was held on Tuesday, January 30. The first meeting topics included a state and federal policy and funding overview, transit and mode shift, wildfire, climate resiliency, and equity. EDCTC staff continues to develop the Policy element, including the Goals, Objectives, and Policies which were reviewed and discussed at the second RTPAC meeting held on April 17, 2024. EDCTC released a Request for Proposals for consultant support for the preparation of the RTP Environmental Impact Report, proposals were due on Monday May 6, 2024. EDCTC is recommending the award of a consultant contract to DeNovo Planning Group at the June EDCTC meeting.

#### **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 awarded a contract award to Fehr and Peers at the February EDCTC meeting. The consultant team has prepared a public outreach strategy and launched a comprehensive transportation survey. The survey was opened May 17 and will remain open until June 17. As of early June, the survey had nearly 300 responses. The first of several public outreach pop up events was held on Saturday June 1, at the Springfest Event at the Amani Center in Cameron Park. The Next Gen Strategy is closely aligned with the development of the Regional Transportation Plan (RTP) and outreach and information from this project will support the RTP.

#### **US 50 Camino Signage and Wayfinding Access Mitigation Plan**

On September 6, EDCTC applied for Rural Planning Assistance grant funding to support the US 50 Camino Signage and Wayfinding Access Mitigation Plan. On October 2, EDCTC received an award letter securing \$85,000 in Rural Planning Assistance grant funding. This plan will identify locations and a theme for signage and wayfinding infrastructure to help mitigate loss of access across US 50 from the recent US 50 Camino Safety Project. EDCTC awarded a contract to Merje/GreenDot at the February EDCTC meeting. The project held the first stakeholder advisory committee meeting on March 13 and took the consulting team on a tour of the region. The second stakeholder meeting was held on May 9. EDCTC staff and Chair Thomas additionally met with business owners in the project area on June 5.

#### **Active Transportation Program**

The California Transportation Commission released the Call for Projects for ATP Cycle 7 in late March 2024, and applications are due June 17, 2024. EDCTC is working with partner agency staff to develop project applications for Cycle 7.

## **PARTNER AGENCY COORDINATION**

### **El Dorado Transit Authority**

For the month of April 2024, ridership across all three (3) modes of service continued to trend up. Fiscal Year-to-date ridership was up 22.8%. Compared to April 2023, overall ridership increased by 30.6% during April 2024, Demand Response ridership increased by 46.1%, Local Fixed Route ridership increased by 28.3%, Commuter ridership increased by 24.1%. Commuter ridership is trending up due to requirements that State workers return to work in the. The Sacramento /Tahoe Connector service increased 3.4%.

### **El Dorado County**

#### **Transportation Demand Management**

EDCTC staff continues to work with El Dorado County GIS staff on improvements and updates to the El Dorado County bike map which can be found on the EDCTC web page. The 2024 Sacramento Region May is Bike Month campaign has concluded and results are being tallied and will be posted at <https://www.lovetoride.net/sacregion>. The Friends of El Dorado Trail organization held a successful Bike Month event along the El Dorado Trail on Saturday May 11.

#### **Urban Surface Transportation Block Grant (STBG) Program Funds**

EDCTC has included all programmed STBG projects in the EDCTC Project Monitoring Report and SACOG Metropolitan Transportation Improvement Program. EDCTC continues to monitor STBG project delivery. Future STBG cycles will be competitive through SACOG. EDCTC will support partner agencies in preparing funding applications.

El Dorado County DOT completed project close out for the Silva Valley/Harvard Way Intersection Project and \$465,332 in STBG funding remained available for re-programming. The funds are proposed for re-programming to the Missouri Flat Bicycle and Pedestrian Overcrossing project at the June 7 EDCTC meeting.

### **City of Placerville**

#### **State Climate Adaptation Program**

At the December 2023 California Transportation Commission (CTC) meeting, the City of Placerville and EDCTC were awarded Climate Adaptation Program funding for the US 50 Trip to Green Congestion Management and Resiliency Strategy. The \$3,750,000 will support the completion of the Environmental Approvals, Engineering Design and Right-of-Way to install the necessary infrastructure to conduct Trip to Green on an as needed basis. EDCTC and the City of Placerville were able to reach an agreement with Caltrans to recognize the recently completed US 50 Corridor Action Plan as a Project Initiation Document for the Trip to Green Project. The partnership will allow the city to move forward with the Project Approval and Environmental Document (PA/ED) phase without additional costs for preliminary scoping documents. EDCTC and the City of Placerville are currently coordinating on matters related to financing and project administration. An allocation request for the PA/ED phase is anticipated for submittal to the CTC this fall or early next calendar year.

### **SACOG**

#### **Metropolitan Transportation Plan/Sustainable Communities Strategy**

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

EDCTC staff is serving on the SACOG Staff Member Funding Round Working Group. Director Deloria was appointed as the Chair of this six-county funding working group. Chair Thomas was appointed as Chair of the SACOG Board Member Funding Round Working Group. This effort will help shape how

future funding rounds are administered, including the performance metrics and criteria used for project ranking and selection. The SACOG staff funding round working group last met on April 12, chaired by Director Deloria.

**CALTRANS**

US 50 Harvest Season Traffic Management

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

EDCTC continues to coordinate with Caltrans on the ongoing projects on US 50 and SR 49, including the projects listed on the Caltrans Project Monitoring Report Map. EDCTC worked with Caltrans to support the de-obligation of \$890,840 in unutilized federal funding from the right-of-way phase of the US 50 Camino Safety Project. The funds will be made available for re-programming to another project at a future EDCTC meeting.

**EDCTC PROJECT OVERSIGHT AND ADMINISTRATION**

Partner Agency Project Delivery

EDCTC is responsible for oversight of project delivery regarding transportation funding programmed through approval of the Commission. 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. Caltrans local assistance requires local jurisdictions to invoice 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 an agency does not submit an invoice within 11 months and does not provide justification as to why, the obligated funds could be removed from the project and programmed elsewhere.

The City of Placerville has one project on the inactive list, but no unexpended balance is at risk. El Dorado County has only two projects, down from five last month, on the inactive list. These two are finalizing paperwork to be submitted by June 7, 2024.

3rd Quarter Inactive Projects					
Agency	Project Name	Agency Action Required	Number of Months	Unexpended Balance	Activity
City of Placerville	Broadway from Blairs Ln. to Point View Dr. - Widen shoulders to add Class II Bike Lanes	Project is inactive. Funds at risk. Invoice immediately.	31	\$0.00	
El Dorado County	At Missouri Flat Road .8 Miles South of Golden Center Drive - Construct Bicycle Trail Connection, Extend Curb, Gutter and Sidewalk	Project is inactive. Funds at risk. Invoice immediately.	7	\$84,033.31	Final Paperwork Being Completed by Project Manager. Invoice to be Submitted by 6/6/24
El Dorado County	Green Valley Road at Tennessee Creek - Bridge Construction	Project is inactive. Funds at risk. Invoice immediately.	6	\$11,195.17	Final Paperwork Being Completed by Project Manager.
Updated by Caltrans on		6/3/2024			

## **STATE TRANSPORTATION LEGISLATION AND FUNDING**

### Caltrans System Investments Strategy

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

### State Budget 2024/25

The current California budget proposal for Fiscal Year 2024-25 emphasizes significant investments and adjustments in transportation and infrastructure, reflecting the state's ongoing commitment to enhancing its infrastructure while managing fiscal challenges. Governor Gavin Newsom's budget includes \$19.6 billion dedicated to transportation funding, addressing key areas such as high-priority transit and rail infrastructure, goods movement modernization, and safety improvements through grade separation projects. The proposal aims to improve connectivity, reduce traffic congestion, and lower greenhouse gas emissions by funding projects like the High-Speed Rail Authority's Central Valley Segment and zero-emission modernization projects at ports. Additionally, the budget introduces measures to expedite infrastructure projects, streamline permitting processes, and leverage federal funds to maximize investment in climate-resilient infrastructure. To balance the budget amid a projected \$37.86 billion shortfall, the proposal includes \$3.2 billion in spending delays and shifts \$791 million to the Greenhouse Gas Reduction Fund, ensuring the continuation of essential transportation projects while maintaining fiscal responsibility.

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

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

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

**Status: Referred to Committee on Transportation 6/11/24**

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

Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within a one-half mile of a transit station. Current law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This

bill would instead require the housing development to be located within a one-half mile of a transit priority area for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define "transit priority area" as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

**Status: Referred to Commission on Local Government and Housing 5/29/24**

**ACA 18 – Wallis (R): Road Usage Charge: voter approval requirements**

The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a "tax" as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.

**Status: From Printer 6/4/24**

**SB 786 – Caballero (D): CEQA: VMT study**

Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law establishes the Transportation Agency in state government with various duties and responsibilities. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over specified departments and offices, including the Department of Transportation. This bill would require the Transportation Agency, in consultation with local governments and other interested parties, as specified, by January 1, 2028, and subject to an appropriation by the Legislature for this purpose, to conduct and post on its internet website a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA). The bill would require the study to include, among other things, an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, and urban areas. The bill would repeal those provisions on January 1, 2029.

**Status: Referred to Committee on Natural Resources 6/10/24**

**SB 936 – Seyarto (R): Office of Planning and Research: road safety projects**

Would require Office of Planning and Research (OPR), in coordination with the Department of Transportation, to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions and crash exposure, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require OPR to post the study on its internet website on or before January 1, 2026.

**Status: Referred to Committee on Transportation 6/3/24**

**SB 1159 – Dodd (D): CEQA: roadside wildfire risk reduction**

The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and are exempt from the requirements of CEQA, commonly known as categorical exemptions. This bill, on or before January 1, 2026, would require the office to evaluate, and the secretary to consider, the inclusion of roadside projects no more than 5 road miles from a municipality or census-designated place that are undertaken solely for the purpose of wildfire risk reduction in the classes of projects

subject to a categorical exemption. The bill would require the office to consider appropriate eligibility criteria for these projects, as specified.

**Status: Referred to Committee on Transportation 6/3/24**

### **FEDERAL TRANSPORTATION LEGISLATION AND FUNDING**

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

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

- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.78 Billion)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1 Billion)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2 Billion)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

#### **EVENTS AND MEETINGS ATTENDED** *(since the last Commission meeting May 2, 2024)*

5/7/24	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
5/8/24	SACOG Funding Round Working Group
5/8/24	CARTA Technical Advisory Committee Meeting
5/9/24	Camino Wayfinding Stakeholder Advisory Committee Meeting
5/10/24	RCTF Meeting
5/13/24	EDCTC/SACOG Blueprint Check-in
5/13/24	Caltrans District 3 Obligation Plan Meeting
5/16-17/24	CTC Meeting
5/16/24	SACOG Board Meeting
5/16/24	CARTA Board Meeting
5/22/24	CalCOG Board Meeting
5/23-24/24	LPP Senate Bill 1 Programs Guidelines Development Workshop
5/23/24	CARTA Board Meeting
5/28/24	EDTCT TAC Meeting
5/29/24	EDCTC/EDC DOT/SACOG Quarterly Coordination Meeting
5/31/24	Road Charge TAC Meeting
6/3/24	SACOG Policy and Innovation Meeting
6/3/24	Caltrans District 3 Obligation Plan Meeting
6/4/24	Funding Grant Forecasts Discussion with EDC DOT – Z. Oates
6/5/24	Agenda Review with Supervisor Turnboo
6/5/24	Camino Wayfinding and Access Mitigation Project Discussion
6/6/24	SACOG Transportation Meeting
6/6/24	SACOG Land Use and Natural Resources Meeting
6/6/24	EDCTA Board Meeting