



## COMMISSIONERS

**Council Members Representing the City of Placerville**  
John Clerici, Jackie Neau, David Yarbrough

**Supervisors Representing the County of El Dorado**  
John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

**Contact the EDCTC:** 2828 Easy Street, Placerville, CA, 530.642.5260 [www.edctc.org](http://www.edctc.org)

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## AGENDA

### Regular Meeting

El Dorado County Board of Supervisors Chambers  
330 Fair Lane, Building A, Placerville, CA 95667

**Thursday, September 5, 2024, 2:00 PM**

*(or immediately following the Transit meeting, if after 2:00)*

### **Agendas, Supplemental Materials and Minutes of the Commission are available on the internet at:**

<https://www.edctc.org>. Public records, related to an agenda item that is distributed less than 72 hours before this meeting, are available for public inspection during normal business hours at the Agency office and will be made available to the public on the Agency website.

### **PUBLIC PARTICIPATION PROCEDURES:**

The EDCTC Meeting will be conducted as an in-person meeting at the location noted above. In addition, a remote teleconference address is listed for the public's convenience and in the event a Commissioner requests remote participation due to just cause or emergency circumstances pursuant to Government Code section 54953(f).

Public comment will be open for each agenda item, and citizens may comment virtually through Zoom utilizing the "raise hand" function. If you are participating by phone, please dial \*9 to "raise hand". The Secretary to the Commission will call you by the last three digits of your phone number when it is your turn to speak. Your comments must pertain to the subject at hand and are limited to no more than three minutes. By participating in this meeting, you acknowledge that you are being recorded. Please be advised that if a Commissioner is not participating in the meeting remotely, remote participation for members of the public is provided for convenience only and in the event that the Zoom connection malfunctions for any reason, the Commission reserves the right to conduct the meeting without remote access.

If you choose not to observe or listen to the meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 4:00 PM, Monday, September 2, to the Secretary to the Commission [dkeffer@edctc.org](mailto:dkeffer@edctc.org). Your comment will be placed into the record and forwarded to the Commissioners. They may or may not be read at the meeting on your behalf.

The El Dorado County Transportation Commission is committed to ensuring that persons with disabilities are provided with the resources to participate in its public meetings. Please contact the Secretary to the Commission if you require accommodation at 530.642.5260 or email [edctc@edctc.org](mailto:edctc@edctc.org).

### **[Webinar Access Link](#)**

Webinar ID: 826 8994 9991

Phone: 1-669-219-2599

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## **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

## **ADOPTION OF AGENDA AND CONSENT CALENDAR**

Commissioners or staff may request that an item be removed from the Consent Calendar for discussion. Items requested to be removed from the Consent Calendar shall be removed if approved by the Commission. The Commission will make any necessary additions, deletions, or corrections to the agenda, and determine matters to be added to, or removed from, the Consent Calendar.

## **CONSENT CALENDAR**

- 1.** MINUTES FOR THE AUGUST 1, 2024, COMMISSION MEETING (KEFFER)  
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the August 1, 2024, Commission meeting.
- 2.** JULY 2024 CHECK REGISTER (THOMPSON)  
REQUESTED ACTION: Receive and file the July 2024 Check Register.
- 3.** FIRST AMENDMENT TO THE 2019/20 STBG AGREEMENT WITH THE CITY OF PLACERVILLE (THOMPSON)  
REQUESTED ACTION: Authorize the Executive Director to sign the First Amendment to Agreement between the El Dorado County Transportation Commission and City of Placerville for Fiscal Year 2019/20 Surface Transportation Block Grant Exchange funds.

## **OPEN FORUM**

At this time, any person may comment on any item that is not on the agenda that is within the jurisdiction of the Commission. Please voluntarily state your name for the record. Action will not be taken on any item that is not on the agenda. Items requiring action will be referred to staff and/or placed on the next meeting agenda. Your comments will be limited to no more than three minutes.

## **BUSINESS ITEMS**

- 4.** PROFESSIONAL SERVICES AGREEMENT: TRIENNIAL PERFORMANCE AUDIT (KEFFER)  
REQUESTED ACTION: Authorize the Executive Director to enter into a professional services agreement between EL Dorado County Transportation Commission and LSC Transportation Consultants, Inc., to develop a Triennial Performance Audit for EDCTC and El Dorado County Transit Authority for a not-to-exceed amount of \$27,860.
- 5.** EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2025-2045 FINANCIAL FORECAST (DELORIA)  
REQUESTED ACTION: By motion, approve the El Dorado County Regional Transportation Plan 2025-2045 Financial Forecast Scenario 2.
- 6.** FINAL HARVEST SEASON STANDARD OPERATING PROCEDURES (DELORIA)  
REQUESTED ACTION: Accept as final the Harvest Season Standard Operating Procedures.

## **INFORMATION ITEMS**

- 7.** SEPTEMBER 2024 PROJECT MONITORING REPORT (BARTON, BOLSTER, TESFAGABR)  
REQUESTED ACTION: None. This item is for information only.

## **EXECUTIVE DIRECTOR'S REPORT**

**SOUTH LAKE TAHOE - CALTRANS - COMMISSIONER COMMENTS**

**ADJOURNMENT**

The next regular meeting is scheduled for 2:00 PM on October 3, 2024 at 330 Fair Lane Placerville, California.

## CONSENT CALENDAR

### STAFF REPORT

**DATE:** SEPTEMBER 5, 2024  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** DANA KEFFER, ADMINISTRATIVE ANALYST/SECRETARY TO THE COMMISSION  
**SUBJECT:** AUGUST 1, 2024 COMMISSION MEETING

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REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes (Attachment A) for the August 1, 2024 Commission meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: August 1, 2024 Minutes



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

**Councilmembers Representing City of Placerville:** John Clerici, Jackie Neau, David Yarbrough  
**Supervisors Representing El Dorado County:** John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo  
Woodrow Deloria, Executive Director

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## ACTION MINUTES

Regular Meeting, Thursday, August 1, 2024, 2:00 PM

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### CALL TO ORDER AND PLEDGE OF ALLEGIANCE

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

ATTENDANCE: Chair Thomas, Vice Chair Neau, Commissioners Clerici, Hidahl, Parlin, Turnboo, Yarbrough, South Lake Tahoe Ex Officio Cody Bass, and Caltrans Ex Officio Mandeep Lally.

### ADOPTION OF AGENDA AND CONSENT CALENDAR

There were no public comments received.

**ACTION: Commissioner Clerici made a motion to adopt the agenda and to approve or adopt items 1 through 5 on the Consent Calendar. The motion was seconded by Commissioner Parlin which carried as follows:**

**MOTION/SECOND: Clerici/Parlin**

**AYES: Clerici, Hidahl, Neau, Parlin, Thomas, Turnboo, Yarbrough**

**ABSTAIN: None**

**NOES: None**

**ABSENT: None**

1. MINUTES FOR THE JUNE 6, 2024, COMMISSION MEETING  
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the June 6, 2024, Commission meeting.
2. MAY – JUNE 2024 CHECK REGISTER  
REQUESTED ACTION: Receive and file the May through June 2024 Check Register.
3. 2024 EL DORADO COUNTY TRANSPORTATION COMMISSION TITLE VI AND PUBLIC PARTICIPATION PLAN  
REQUESTED ACTION: Adopt Resolution 24/25.01 approving the El Dorado County Transportation Commission Title VI and Public Participation Plan.
4. SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FISCAL YEAR 2023/24 EXCHANGE APPORTIONMENT AND FUNDING AGREEMENTS BETWEEN EDCTC AND THE CITY OF PLACERVILLE AND EDCTC AND EL DORADO COUNTY  
REQUESTED ACTION:
  1. Adopt Resolution 24/25.02 approving the Surface Transportation Block Grant Program FY 2023/24 Exchange Apportionment and Allocation.
  2. Authorize the Executive Director to sign the 2023/24 Exchange Recipient Agreement between El Dorado County Transportation Commission and the City of Placerville.

3. Authorize the Executive Director to sign the 2023/24 Exchange Recipient Agreement between EDCTC and El Dorado County.
5. OVERALL WORK PROGRAM BUDGET VS. ACTUAL COMPARISON FISCAL YEAR 2023/24 REPORT  
REQUESTED ACTION: Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year 2023/24 July-March Report.

### OPEN FORUM

There were no public comments received.

### BUSINESS ITEMS

6. URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM RE-PROGRAMMING  
REQUESTED ACTION: Adopt Resolution 24/25.04 reprogramming \$61,652 in Urban Surface Transportation Block Grant Program funds from the Missouri Flat Road Trail Connection Project to El Dorado County Department of Transportation for the Missouri Flat Road Bicycle and Pedestrian Overcrossing Project.

There were no public comments received.

**ACTION: Chair Thomas made a motion to authorize the requested action as stated. The motion was seconded by Vice Chair Neau which carried as follows:**

**MOTION/SECOND: Thomas/Neau**  
**AYES: Clerici, Hidahl, Neau, Parlin, Thomas, Turnboo, Yarbrough**  
**ABSTAIN: None**  
**NOES: None**  
**ABSENT: None**

7. URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM RE-PROGRAMMING  
REQUESTED ACTION: Adopt Resolution 24/25.03 reprogramming \$320,700 in Urban Surface Transportation Block Grant Program funds from the US 50 Camino Safety Project to The City of Placerville for the Broadway Sidewalks Project.

There were no public comments received.

**ACTION: Vice Chair Neau made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Clerici which carried as follows:**

**MOTION/SECOND: Neau/Clerici**  
**AYES: Clerici, Hidahl, Neau, Parlin, Thomas, Turnboo, Yarbrough**  
**ABSTAIN: None**  
**NOES: None**  
**ABSENT: None**

8. URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM RE-PROGRAMMING  
REQUESTED ACTION: Adopt Resolution 24/25.05 reprogramming \$489,140 in Urban Surface Transportation Block Grant Program funds from the US 50 Camino Safety Project to El Dorado County Department of Transportation for the Mound Springs Creek Bridge Replacement Project.  
There were no public comments received.

**ACTION: Commissioner Hidahl made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Parlin which carried as follows:**

**MOTION/SECOND: Hidahl/Parlin**

**AYES: Clerici, Hidahl, Neau, Parlin, Thomas, Turnboo, Yarbrough**

**ABSTAIN: None**

**NOES: None**

**ABSENT: None**

INFORMATION ITEMS

9. EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2045 DRAFT FINANCIAL FORECAST  
REQUESTED ACTION: None. This item is for information only.

There were no public comments received.

10. DRAFT HARVEST SEASON STANDARD OPERATING PROCEDURES  
REQUESTED ACTION: None. This item is for information only.

There were no public comments received.

EXECUTIVE DIRECTOR'S REPORT

SOUTH LAKE TAHOE - CALTRANS – COMMISSIONER COMMENTS

ADJOURNMENT

The meeting was adjourned at 3:11pm.

The next regular meeting is scheduled for 2:00pm on September 5, 2024, at 330 Fair Lane Placerville, California.

**CONSENT CALENDAR**

**STAFF REPORT**

**DATE: SEPTEMBER 5, 2024**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: KAREN THOMPSON, FISCAL OFFICER**  
**SUBJECT: JULY 2024 CHECK REGISTER**

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**REQUESTED ACTION**

Receive and file the July 2024 Check Register (Attachment A).

**BACKGROUND AND DISCUSSION**

The attached check listing includes payments that merit further explanation:

- Extreme Towing* ..... \$12,663.32  
June 2024 professional services for the Freeway Service Patrol Program, Work Element 130. The contract with Extreme Towing was approved at the May 6, 2021, EDCTC meeting.
- Sacramento Transportation Authority* ..... \$2,169.00  
FY 2023/24 shared costs for the Freeway Service Patrol Program, Work Element 130. The contract with STA was approved at the June 1, 2023, EDCTC meeting.
- CalPERS Retirement System* ..... \$44,431.00  
Prepayment of the 2024/25 CalPERS retirement unfunded liability. CalPERS separates the contribution amount from the unfunded portion and offers the option to prepay a discounted amount. This payment was included in the Overall Work Program and Budget approved at the May 2, 2024, EDCTC meeting.
- Fehr & Peers* ..... \$8,716.60
- Fehr & Peers* ..... \$11,835.94
- Fehr & Peers* ..... \$8,699.43  
March 30, 2024, through June 30, 2024, professional services for the Next Generation Transportation Investments Strategy, Work Element 263. The contract was approved at the February 1, 2024, EDCTC meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: July 2024 Check Register



**El Dorado County Transportation Commission  
Check Register  
July 2024**

<b>Date</b>	<b>Name</b>	<b>Payment</b>	<b>Memo</b>
07/01/2024	Airespring	662.18	July 2024 Fiber optic internet
07/01/2024	Ameritas Life Insurance Corp.	543.00	July 2024 Dental
07/01/2024	Ameritas Life Insurance Corp.	72.20	July 2024 Vision
07/01/2024	Benefit Coordinators Corporation	235.88	July 2024 Life/Disability Premiums
07/01/2024	CalPERS Health	7,945.65	July 2024 Health Premiums
07/01/2024	Century Building Maintenance	500.00	June 2024 Building Maintenance
07/01/2024	Mountain Democrat	119.08	Annual Subscription
07/01/2024	RTS IT, Inc.	1,123.50	July 2024 ITCare Silver Service Plan
07/01/2024	Sharon Petersen	4,608.00	July 2024 Office Rent
07/01/2024	De Lage Landen Financial Services	203.78	July 2024 Copy Machine Lease Payment
07/01/2024	Rimrock Water Company	31.80	July 2024 Water
07/08/2024	Elan Financial Services - Visa DB	24.00	Parking for ITE Conference-Panel Speaker
07/08/2024	Elan Financial Services - Visa DK	376.67	ADA Compliant Website, FSP Violation Stickers, Office Expenses
07/08/2024	Elan Financial Services - Visa KT	310.61	Zoom and Copy mach maint & Color toners
07/08/2024	Elan Financial Services - Visa WD	36.69	Parking SACOG Funding Group/STA Meeting
07/08/2024	Extreme Towing	12,663.32	* June 2024 Freeway Service Patrol
07/08/2024	Mountain Democrat	600.00	1/4 Page Ad Public Notice of Final Wildfire Evac Preparedness Plan
07/08/2024	Sacramento Transportation Authority	2,169.00	* FY 2023/24 Freeway Service Patrol Shared Costs
07/10/2024	CalPERS Retirement System	4,405.86	July 2024 Contribution #1
07/10/2024	CalPERS Retirement System	563.87	July 2024 PEPRA Contribution #1
07/22/2024	CALCOG	4,004.00	EDCTC 24/25 Organization Dues
07/22/2024	CalPERS Retirement System	44,431.00	* Prepayment 2024/25 Unfunded Accrued Liability
07/22/2024	CalPERS Retirement System	907.00	Prepayment 2024/25 PEPRA Unfunded Accrued Liability
07/22/2024	Fehr & Peers	8,716.60	* 03/30/24-04/26/24 Next Gen Transp Inv Strategy
07/22/2024	Fehr & Peers	11,835.94	* 04/27/24-05/31/24 Next Gen Transp Inv Strategy
07/22/2024	Fehr & Peers	8,699.43	* 06/01/24-06/30/24 Next Gen Transp Inv Strategy
07/22/2024	Mead & Hunt, Inc.	746.75	Mar-May 2024 Airport Land Use Commission Support
07/22/2024	Umpqua Bank	73.62	June 2024 Analyzed Checking Fee
07/24/2024	CalPERS Retirement System	4,405.86	July 2024 Contribution #2
07/24/2024	CalPERS Retirement System	563.87	July 2024 PEPRA Contribution#2
07/29/2024	PG&E	923.82	06/11/24-07/11/24 Utilities
07/29/2024	Sharon Petersen	4,608.00	August 2024 Office Rent
		<u>127,110.98</u>	
		<u><b>127,110.98</b></u>	

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**CONSENT CALENDAR****STAFF REPORT**

**DATE: SEPTEMBER 5, 2024**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: KAREN THOMPSON, FISCAL OFFICER**  
**SUBJECT: FIRST AMENDMENT TO THE EL DORADO COUNTY SURFACE  
TRANSPORTATION BLOCK GRANT PROGRAM EXCHANGE RECIPIENT  
AGREEMENT WITH THE CITY OF PLACERVILLE FOR FISCAL YEAR 2019/20**

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**REQUESTED ACTION**

Authorize the Executive Director to sign the First Amendment to the Exchange Agreement between the El Dorado County Transportation Commission (EDCTC) and City of Placerville for Fiscal Year (FY) 2019/20 Surface Transportation Block Grant (STBG) Exchange funds (Attachment A).

**BACKGROUND**

The Surface Transportation Block Grant Program was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The State of California allows smaller counties to exchange their apportionment of federal STBG funds for State Highway Account funds.

**DISCUSSION**

EDCTC distributes the STBG funds to the City of Placerville and El Dorado County as part of its responsibilities as the Regional Transportation Planning Agency (RTPA) for the Western Slope of El Dorado County. EDCTC executes an agreement between EDCTC and the Exchange STBG recipients to provide contract management and oversight of the funds. The agreement includes Exhibit A programming the funds to projects and the agreement allows for changes to the distribution of project funding with an amendment to Exhibit A.

The FY 2019/20 agreement with the City of Placerville was approved at the June 4, 2020, Commission meeting. The total amount of \$200,000 was approved for the Schnell School Road Overlay project. After the project was completed, there was \$29,308.13 in Exchange STBG funding remaining. This amendment will move the remaining Exchange STBG funding to the Broadway Maintenance Project Mosquito Road to Schnell School Road. The City of Placerville approved this amendment at the August 27, 2024, City Council meeting.

Approved for Agenda



Woodrow Deloria, Executive Director

Attachment A: First Amendment to the FY 2019/20 Exchange STBG Agreement

**FIRST AMENDMENT TO AGREEMENT BETWEEN THE EL DORADO COUNTY TRANSPORTATION COMMISSION AND CITY OF PLACERVILLE FOR FY 2019/20 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM EXCHANGE FUNDS**

**THIS FIRST AMENDMENT** to that Agreement for FY 2019/20 Surface Transportation Block Grant Program Exchange Funds made and entered into by and between the City of Placerville, a political subdivision of the State of California (hereinafter referred to as "STBG Exchange Recipient"), and El Dorado County Transportation Commission (hereinafter referred to as "EDCTC");

**R E C I T A L S**

**WHEREAS**, EDCTC has entered into agreements with the State of California, Department of Transportation, to assign a defined portion of its annual Surface Transportation Block Grant (STBG) Program apportionment to Caltrans in exchange for nonfederal State Highway Account funds and EDCTC is authorized to use these exchanged funds to assist local agencies to promote projects;

**WHEREAS**, EDCTC will distribute STBG funds in accordance with the Agreement Between the El Dorado County Transportation Commission and the City of Placerville for FY 2019/20 STBG Exchange Funds, dated June 4, 2020 (herein after referred to as "Agreement");

**WHEREAS**, Section 2. of the Agreement allows for an amended project list described in Exhibit A;

**WHEREAS**, the parties hereto desire to amend the Agreement to replace Exhibit A with Exhibit A-1 (August 27, 2024);

**NOW, THEREFORE**, in consideration of the foregoing and the mutual promises and covenants hereinafter contained, STBG Exchange Recipient and EDCTC mutually agree to amend the terms of the Agreement in this F i r s t Amendment to Agreement as follows:

- I. Exhibit A, is replaced in its entirety with Exhibit A-1 (August 27, 2024), attached hereto and incorporated herein by reference. All references to Exhibit A throughout the Agreement are substituted with Exhibit A-1 (August 27, 2024).

Except as herein amended, all other parts and sections of the Agreement shall remain unchanged and in full force and effect.

**IN WITNESS WHEREOF**, the parties hereto have executed this First Amendment to the Agreement on the dates indicated below.

EL DORADO COUNTY TRANSPORTATION COMMISSION

\_\_\_\_\_  
Woodrow Deloria  
Executive Director

\_\_\_\_\_  
Date

STBG Exchange Recipient:  
CITY OF PLACERVILLE

\_\_\_\_\_  
M. Cleve Morris  
City Manager

\_\_\_\_\_  
Date

**EXHIBIT A-1 (August 27, 2024)**

**FY 2019/20**

El Dorado County Transportation Commission  
 Surface Transportation Block Grant Program - Exchange Funds  
 EDCTC Agreement # X20-6157 (070)  
 Allocation Approved to City of Placerville on June 04, 2020: \$200,000.00

Agency	Commission Approval Date	Fund Expiration Date	Project	Cost Estimate-STBG Share
City of Placerville	06/04/2020	06/04/2025	Schnell School Road Overlay (CIP #42018)	\$ 170,691.87
City of Placerville	06/04/2020	06/04/2025	Broadway Maintenance Project Mosquito Road to Schnell School Road (CIP #42003)	\$ 29,308.13
Total				\$200,000.00

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**BUSINESS ITEM****STAFF REPORT**

**DATE:**            **SEPTEMBER 5, 2024**

**TO:**               **EL DORADO COUNTY TRANSPORTATION COMMISSION**

**FROM:**           **DANA KEFFER, ADMINISTRATIVE ANALYST/SECRETARY TO THE COMMISSION**

**SUBJECT:**       **PROFESSIONAL SERVICES AGREEMENT: TRIENNIAL PERFORMANCE AUDIT**

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**REQUESTED ACTION**

Authorize the Executive Director to enter into a professional services agreement between EL Dorado County Transportation Commission (EDCTC) and LSC Transportation Consultants, Inc., to develop a Triennial Performance Audit for EDCTC and El Dorado County Transit Authority (EDCTA) for a not-to-exceed amount of \$27,860.

**BACKGROUND**

The EDCTC is statutorily required by California Public Utilities Code §99246 to designate entities, other than itself, to conduct a Triennial Performance Audit of the activities of the Regional Transportation Planning Agency and the Transit Operator to whom it allocates funds. Additionally, administrative guidelines published by the California Department of Transportation (Caltrans) require that a transit service receiving Transportation Development Act (TDA) assistance perform a Triennial Performance Audit. The audit is to review how the operator has provided the public with transportation services while complying with the State requirements. These performance audits will cover the fiscal years ending June 30, 2022, through June 30, 2024, and must be conducted in compliance with relevant sections of the Transportation Development Act.

The cost of the Triennial Performance Audit is included in the 2024/25 EDCTC Overall Work Program and Budget.

**DISCUSSION**

EDCTC staff distributed the Triennial Performance Audit Request for Proposals (RFP) on June 10, 2024. The RFP was distributed via email to consultants, posted in the newspaper, and made available online via the EDCTC website and Facebook page. Staff received two proposals by the August 5, 2024, deadline. Proposals were received from:

- LSC Transportation Consultants, Inc.
- Moore & Associates, Inc.

Based on the proposals submitted, LSC Transportation Consultants, Inc. and Moore & Associates, Inc. were selected to be interviewed. Proposals were evaluated according to the criteria specified in the RFP by staff members of the EDCTC as well as Marketing Manager Erik Bergren of EDCTA. Each of the two firms were interviewed on August 9, 2024.

The evaluation criteria utilized were as follows:

- Understanding the purpose and requirements of the audit.
- Approach to be followed and the tasks to be performed, including detailed steps, resources required and proposed project schedule.
- Relative allocation of resources, in terms of quality and quantity to key tasks, including the time

and skills of personnel assigned to the task, and the consultant’s approach to managing resources and project output.

- Experience in public transit, performance auditing and the issues and functional area(s) to be analyzed.
- Education and specific experience of the project team to be assigned.

The scores for the two proposals are reflected in the table below.

<b>TOTAL SCORE (ALL CRITERIA ITEMS)</b> 300 total possible points		
	<b>LSC Transportation Consultants, Inc.</b>	<b>Moore &amp; Associates, Inc.</b>
<b>TOTAL</b>	<b>297</b>	<b>284</b>

Based upon the interview, staff recommends LSC Transportation Consultants, Inc. for this contract. Key factors considered by the review panel in making this recommendation include:

- Consultants have the ability to provide an extensive historical analysis of both agencies due to previous audits performed.
- The audit team consists of professionals with expertise in transportation, public finance, and regulatory compliance, which provides a comprehensive and well-rounded perspective .
- Consultants offer in-person site visits allowing for more direct engagement, clearer understanding of operations, and real-time feedback during the auditing process.
- Consultants possess strong local knowledge and experience, enabling them to provide insights tailored to specific transit and community needs.

LSC Transportation Consultants, Inc. has selected Acadia Davis as the Project Manager and Will Garner as the Senior Advisor for this Triennial Performance Audit.

Approved for Agenda:



Woodrow Deloria, Executive Director

Note: Copies of the Request for Proposal and the proposals received are available for review at the EDCTC office.

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**BUSINESS ITEM****STAFF REPORT**

**DATE:** SEPTEMBER 5, 2024  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2025-2045  
FINANCIAL FORECAST

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**REQUESTED ACTION**

By motion, approve the final the El Dorado County Regional Transportation Plan 2025-2045 Financial Forecast Scenario 2: Policy Shift Moderate.

**BACKGROUND**

The El Dorado County Regional Transportation Plan (RTP) 2025-2045 fulfills the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082). To qualify for funding in the State Transportation Improvement Program (STIP), projects included in a Regional Transportation Improvement Program (RTIP), or the Interregional Transportation Improvement Program (ITIP) must be consistent with adopted RTPs. In compliance with Government Code Section 65080(c), the California Transportation Commission will only consider STIP funding for projects consistent with an RTP adopted within five years (in rural regions) of STIP adoption.

The El Dorado County RTP 2025-2045 outlines the long-term vision and strategy for transportation infrastructure and services in the region. The RTP must be fiscally constrained within a long-term financial forecast based upon current transportation funding and policy. The financial forecast considers various funding sources, transportation policies, and economic conditions. Given that much of transportation funding is generated through fuel and sales taxes, estimation of revenue is challenging. However, forecasting revenues is essential to ensure that the investments proposed in the RTP are realistic and fiscally constrained within the 20-year horizon.

**DISCUSSION**

At the August 1, 2024, EDCTC meeting staff presented four financial forecast scenarios based on varying assumptions about future funding levels, economic conditions, and policy changes. The scenarios were presented to provide a range of potential outcomes, allowing the Commission to make informed decisions about the prioritization and feasibility of transportation projects. The staff report and supporting documentation detailing each of the four scenarios is included as Attachment B to this agenda item.

**Staff Recommendation - Scenario 2: Policy Shift Moderate**

Based on current state and federal transportation policies, such as the Climate Action Plan for Transportation Infrastructure (CAPTI) and Caltrans System Investment Strategy (CSIS) in California, and the Justice 40 initiative at the federal level, EDCTC staff believes that the region's ability to successfully compete for transportation funding administered by state and federal agencies will be roughly 50% lower than long-term historic averages. This includes state programs administered under Senate Bill 1 and the federal Infrastructure Investment and Jobs Act. However, staff anticipates that large transformative projects will secure competitive state or federal funding over the 20-year life of the RTP. In fact, staff anticipates transformative projects will be successful in securing funding through highly competitive programs. However, capacity increasing roadway and highway projects are far less likely to be funded as has been the case over the past 20 years. The approach outlined in Scenario 2 considered the past 20+ years of projects and funding and recognizes that policies in



place today are not consistent with state and federal policies of the late 1990's and early 2000's. Large, capacity-increasing projects, interchanges, and other traditional transportation investments are no longer supported by the agencies that administer current state and federal funding programs.

Staff is confident that funding managed at the regional and local level will support projects submitted by partner agencies in amounts similar to, if not equal to, historical levels. This includes the federal CMAQ and STBG funding now administered by SACOG due to the 2021 FHWA corrective action imposed on Caltrans. The RTP and financial forecast is updated every five years and will allow this assumption to be adjusted to align with the actual amount of funding received.

Based on coordination with partner agencies, staff has determined Scenario 2: Policy Shift Moderate is the most appropriate scenario to include in the RTP 2025-2045. Scenario 2 includes a reasonable adjustment to assumptions around the highly competitive state and federally administered funding programs while maintaining consistent assumptions for those funding programs administered regionally. Scenario 2 would result in a total revenue reduction over the life of the plan of roughly \$56 million or \$2.8 million annually.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: RTP 2025-2045 Financial Forecast Scenarios

Attachment B: Agenda Item 9 from August 1, 2024 EDCTC Meeting: El Dorado County Regional Transportation Plan 2025-2045 Draft Financial Forecast

Scenario 2: Anticipated Revenues 2025-2045 - 50% Reduction in State/Federal Competitive							
Funding	Applicable Uses	Short Term 2025-2035	Long Term 2036-2045	Total	Annual Average	Percentage Adjustment	Annual Average Decrease
<b>Federal Programs</b>							
CMAQ	Highways, Roads, Transit, ATP, TDM, TCM	\$21,215,481	\$25,203,432	\$46,418,913	\$2,320,946	0%	\$0
STBG - Urban	Highways, Roads, Transit, ATP, TDM, TCM	\$30,773,053	\$36,573,123	\$67,346,176	\$3,367,309	0%	\$0
Federal Competitive Programs	All Modes	\$9,445,000	\$11,120,000	\$20,565,000	\$1,028,250	-50%	(\$1,028,250)
<b>State Programs</b>							
STIP	Highways and roads	\$10,761,543	\$8,972,000	\$19,733,543	\$986,677	0%	\$0
Road Maintenance and Rehabilitation Account	Road Maintenance	\$61,331,332	\$74,824,225	\$136,155,557	\$6,807,778	0%	\$0
STBG Exchange	Roads	\$9,763,933	\$9,763,933	\$19,527,865	\$976,393	0%	\$0
County Direct STBG Exchange	Roads	\$4,591,640	\$4,591,640	\$9,183,280	\$459,164	0%	\$0
<b>Senate Bill 1 Competitive State Programs</b>							
Active Transportation Program	Bicycle and pedestrian improvements	\$12,952,272.50	\$12,952,272.50	\$25,904,545.00	\$1,295,227.25	-50%	(\$1,295,227)
Local Partnership Program	Roads	\$4,564,285.00	\$4,564,285.00	\$9,128,570.00	\$456,428.50	-50%	(\$456,429)
<b>Transit Funding</b>							
STA (99313&99314)	Transit	\$16,797,963.00	\$13,886,930.00	\$30,684,893.00	\$1,534,244.65	0%	\$0
STA State of Good Repair	Transit	\$2,843,767.00	\$2,350,951.00	\$5,194,718.00	\$259,735.90	0%	\$0
SB 125 TIRCP	Transit	\$18,193,898.00	\$0.00	\$18,193,898.00	N/A	N/A	N/A
SB 125 ZETCP	Transit	\$1,308,915.00	\$0.00	\$1,308,915.00	N/A	N/A	N/A
FTA 5307 Urbanized Area Formula	Transit	\$2,990,000	\$3,200,000	\$6,190,000	\$309,500	0%	\$0
FTA 5311/5340 Rural Assistance Program	Transit	\$9,052,386	\$10,758,731	\$19,811,117	\$990,556	0%	\$0
FTA 5309 c Bus Allocations	Transit	\$5,100,000	\$7,700,000	\$12,800,000	\$640,000	0%	\$0
Freeway Service Patrol	TDM	\$1,100,000	\$1,100,000	\$2,200,000	\$110,000	0%	\$0
<b>Local Programs</b>							
LTF	Transit, Highways, and Roads	\$45,609,170	\$62,712,600	\$108,321,770	\$5,416,089	0%	\$0
Local Streets and Roads TIM and MC&FP	Roads	\$162,101,527	\$186,767,230	\$348,868,757	\$17,443,438	0%	\$0
City of Placerville ½ Cent Sales Tax (Sunsets March 31, 2037)	Roads	\$38,624,373	\$4,291,597	\$42,915,970	\$2,145,799	0%	\$0
<b>Total</b>		<b>\$469,120,538</b>	<b>\$481,332,949</b>	<b>\$950,453,487</b>	<b>\$46,547,534</b>		<b>(\$2,773,966)</b>

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**INFORMATION ITEM****STAFF REPORT**

**DATE:** AUGUST 1, 2024  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2025-2045 *DRAFT*  
FINANCIAL FORECAST

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**REQUESTED ACTION**

None. This is for information only.

**BACKGROUND**

The El Dorado County Regional Transportation Plan (RTP) 2025-2045 fulfills the State requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082). To qualify for funding in the State Transportation Improvement Program (STIP), projects included in a Regional Transportation Improvement Program (RTIP), or the Interregional Transportation Improvement Program (ITIP) must be consistent with adopted RTPs. In compliance with Government Code Section 65080(c), the California Transportation Commission will only consider STIP funding for projects consistent with an RTP adopted within five years (in rural regions) of STIP adoption.

The El Dorado County RTP 2025-2045 outlines the long-term vision and strategy for transportation infrastructure and services in the region. The RTP must be fiscally constrained within a long-term financial forecast based upon current transportation funding and policy. The financial forecast considers various funding sources, transportation policies, and economic conditions. Given that much of transportation funding is generated through fuel and sales taxes, estimation of revenue is challenging. However, forecasting revenues is essential to ensure that the investments proposed in the RTP are realistic and fiscally constrained within the 20-year horizon.

**DISCUSSION**

Staff has developed four financial forecast scenarios based on varying assumptions about future funding levels, economic conditions, and policy changes. The scenarios are designed to provide a range of potential outcomes, allowing the Commission to make informed decisions about the prioritization and feasibility of transportation projects. Scenario 1, Status Quo: Maintain Historic Funding Levels, sets the baseline from which the other three scenarios decrease funding based on three sets of assumptions.

**Financial Forecast Scenarios:****1. Scenario 1: Status Quo - Maintain Historic Funding Levels**

- Continues historic funding levels from federal, state, and local sources.
- Anticipates moderate economic growth of 2.7% consistent with the SACOG MTP/SCS.
- Is consistent with the financial assumptions used over the past three RTP cycles dating back to 2005.
- Does not reflect changes in state and federal transportation policy directing funding away from capacity increasing projects such as additional lanes, new alignments etc.
- Does not reflect potential changes in the amount of federal CMAQ and STBG funds available to the EDCTC region due to SACOG now administering the funds instead of EDCTC.

## 2. Scenario 2: Policy Shift Moderate

- Scenario 2 reduces the amount of funding expected to be received through competitive state and federal funding opportunities by 50% while all other funding levels, including the federal CMAQ and STBG administered by SACOG, remain the same as in Scenario 1.
  - Reflects the shift in transportation policy toward investments which combat climate change and no longer support capacity-increasing transportation projects.
  - Reflects the focus to invest in urban communities with concentrations of underserved and disadvantaged persons.
  - Reflects shift toward more investment in transit and active transportation.
  - Assumes the EDCTC region will successfully compete for its historic share of the federal CMAQ and STBG now administered by SACOG.

## 3. Scenario 3: Policy Shift and Corrective Action

- Reduces the amount of federal CMAQ and STBG funding administered by SACOG by 25% but otherwise retains all funding shown in Scenario 2.
  - Reflects changes to how CMAQ and STBG are administered by SACOG instead of EDCTC due to the corrective action imposed by FHWA on Caltrans in 2021.
  - Assumes the federal CMAQ and STBG funding will become more competitive across the six-county SACOG region and the EDCTC region will not secure funding at the levels historically realized.

## 4. Scenario 4: Policy Shift Extreme

- Retains all funding of Scenario 1 but eliminates competitive state and federal funding opportunities and reduces the federal CMAQ and STBG administered by SACOG by 50%.
  - Reflects the implementation of CAPTI and CSIS which further limit and/or challenge traditional transportation investments in rural California.
  - Presents a financial projection which is not dependent upon or does not assume highly competitive grant funding would support the types of projects needed to advance the transportation network of the RTP.
  - Presents a “worst case” scenario placing the burden of funding on regional and local competitive sources along with formulaic state and federal funding and local revenue only.
  - Assumes federal CMAQ and STBG funding will become even more competitive across the six-county SACOG region and the EDCTC region will secure funding at no more than 50% of the levels historically realized.

Each of these scenarios has been coordinated with the City of Placerville, El Dorado County, El Dorado Transit, Caltrans, and SACOG. While any one of the scenarios, or combination thereof, could become the financial future of the RTP 2025-2045, it is important to identify one to work within when developing a list of transportation investments to include in the 20-year plan. While the RTP is updated every 5 years, including the financial forecast, it is important to remember that financial estimates are just that, estimates. For example, at the onset of the Corona Virus Pandemic, Local Transportation Fund (LTF), revenue that is generated through sales taxes, was expected to decline significantly due to an expected decrease in spending. However, contrary to expectations, LTF revenue increased as consumer spending ramped up rapidly during the first year of the pandemic.

**Scenario 2: Policy Shift Moderate**

Based on the status and trajectory of state and federal transportation policies, such as the Climate Action Plan for Transportation Infrastructure (CAPTI) and Caltrans System Investment Strategy (CSIS) in California, and the Justice 40 initiative at the federal level, EDCTC staff believes that the region's ability to successfully compete for competitive transportation funding administered by state and federal agencies will be roughly 50% lower than long-term historic averages. This includes state programs administered under Senate Bill 1 and the federal Infrastructure Investment and Jobs Act. However, this does not mean that large transformative projects will not be able to secure competitive state or federal funding over the 20-year life of the RTP. In fact, staff anticipates that some projects will be successful in securing funding, just not as many as during the previous 20 years. The approach outlined in Scenario 2 looks over the past 20+ years and recognizes that policies in place today are not reflective of those that shaped funding programs in the late 1990's and early 2000's. Large, capacity-increasing projects, interchanges, and other traditional transportation investments are no longer supported by the agencies that administer current state and federal funding programs. Until those policies revert to more traditional objectives, the focus of funding will remain on investments that combat climate change and focus on mostly urban disadvantaged regions.

Staff is confident that competitive funding managed at the regional and local level will still be available to support projects submitted by partner agencies in amounts similar to, if not equal to, historic levels. This includes the federal CMAQ and STBG funding now administered by SACOG due to the 2021 FHWA corrective action imposed on Caltrans. EDCTC has worked closely with SACOG and all the jurisdictions within the six-county region to develop a competitive funding round structure that should provide fair and equitable opportunity for all jurisdictions to continue to receive funding at historic levels. However, the amounts received may not be as consistent as in years past. For example, in one funding cycle the City of Placerville and El Dorado County may receive 125% of historic average and the following cycle receive 75%. Ultimately, staff is confident that the federal CMAQ and STBG funding the region receives from SACOG will, over time, remain consistent with years past. Again, the RTP and financial forecast is updated every five years and will allow this assumption to be adjusted to align with the actual amount of funding received.

**Scenario 3: Policy Shift and Corrective Action**

This scenario assumes a 25% reduction in the amount of federal CMAQ and STBG funding administered by SACOG and therefore would no longer support investments in the RTP 2025-2045 at historic funding levels. This would mean that other jurisdictions in the SACOG region were outcompeting El Dorado County and the City of Placerville for those funds. That is not an assumption that EDCTC staff believe is going to be realized over the life of the RTP 2025-2045 because in 2022, EDCTC was able to program CMAQ and STBG funding out to Fiscal Year 2026/27, maintaining the region's historic levels of federal CMAQ and STBG funding for the initial years of the RTP. However, the distribution of federal CMAQ and STBG by SACOG will be closely monitored in an open and transparent way by EDCTC and partner agencies, including El Dorado County and the City of Placerville. Should this scenario appear to be coming to fruition, EDCTC staff and leadership will work closely with SACOG and regional partners to come up with solutions to regain those investments in critical projects.

**Scenario 4: Policy Shift Extreme**

This scenario is the most extreme of all the scenarios by assuming that none of the competitive state or federal funding programs would support transportation investments in El Dorado County or the City of Placerville. It also assumes a reduction of 50% in the federal CMAQ and STBG funding administered by SACOG. This assumption is based on the current direction of state and federal funding programs becoming more competitive, more restrictive in how funds are used, and less supportive of rural and traditional roadway and highway investments. While it is unlikely that this scenario would come to fruition, it is presented as one to consider.

For the reasons outlined in the paragraphs above, staff believes moving forward with **Scenario 2: Policy Shift Moderate** presents a logical path toward developing a financial forecast for the RTP 2025-2045. The state and federal funding levels shown in Scenario 2 are responsive to how transportation policy has changed over the past eight to ten years and the impact those changes have had on EDCTC's ability to compete for funding from those programs. Scenario 2 also allows for adjustments to those programs while retaining funding levels in other programs that may have changed to one degree or another but are expected to continue supporting transportation investments needed and detailed in the RTP 2025-2045.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: RTP 2025-2045 *Draft* Financial Forecast Scenarios

<b>Scenario 1: Anticipated Revenues 2025-2045 - Status Quo</b>					
<b>Funding</b>	<b>Applicable Uses</b>	<b>Short Term 2025-2035</b>	<b>Long Term 2036-2045</b>	<b>Total</b>	<b>Annual Average</b>
<b>Federal Programs</b>					
CMAQ	Highways, Roads, Transit, ATP, TDM, TCM	\$21,215,481	\$25,203,432	\$46,418,913	\$2,320,946
STBG - Urban	Highways, Roads, Transit, ATP, TDM, TCM	\$30,773,053	\$36,573,123	\$67,346,176	\$3,367,309
Federal Competitive Programs	All Modes	\$18,890,000	\$22,240,000	\$41,130,000	\$2,056,500
<b>State Programs</b>					
STIP	Highways and roads	\$10,761,543	\$8,972,000	\$19,733,543	\$986,677
Road Maintenance and Rehabilitation Account	Road Maintenance	\$61,331,332	\$74,824,225	\$136,155,557	\$6,807,778
STBG Exchange	Roads	\$9,763,933	\$9,763,933	\$19,527,865	\$976,393
County Direct STBG Exchange	Roads	\$4,591,640	\$4,591,640	\$9,183,280	\$459,164
<b>Senate Bill 1 Competitive State Programs</b>					
Active Transportation Program	Bicycle and pedestrian improvements	\$25,904,545.00	\$25,904,545.00	\$51,809,090.00	\$2,590,454.50
Local Partnership Program	Roads	\$9,128,570.00	\$9,128,570.00	\$18,257,140.00	\$912,857.00
<b>Transit Funding</b>					
STA (99313&99314)	Transit	\$16,797,963.00	\$13,886,930.00	\$30,684,893.00	\$1,534,244.65
STA State of Good Repair	Transit	\$2,843,767.00	\$2,350,951.00	\$5,194,718.00	\$259,735.90
SB 125 TIRCP	Transit	\$18,193,898.00	\$0.00	\$18,193,898.00	N/A
SB 125 ZETCP	Transit	\$1,308,915.00	\$0.00	\$1,308,915.00	N/A
FTA 5307 Urbanized Area Formula	Transit	\$2,990,000	\$3,200,000	\$6,190,000	\$309,500
FTA 5311/5340 Rural Assistance Program	Transit	\$9,052,386	\$10,758,731	\$19,811,117	\$990,556
FTA 5309 c Bus Allocations	Transit	\$5,100,000	\$7,700,000	\$12,800,000	\$640,000
Freeway Service Patrol	TDM	\$1,100,000	\$1,100,000	\$2,200,000	\$110,000
<b>Local Programs</b>					
LTF	Transit, Highways, and Roads	\$45,609,170	\$62,712,600	\$108,321,770	\$5,416,089
Local Streets and Roads TIM and MC&FP	Roads	\$162,101,527	\$186,767,230	\$348,868,757	\$17,443,438
City of Placerville ½ Cent Sales Tax (Sunsets March 31, 2037)	Roads	\$38,624,373	\$4,291,597	\$42,915,970	\$2,145,799
<b>Total</b>		<b>\$496,082,096</b>	<b>\$509,969,507</b>	<b>\$1,006,051,602</b>	<b>\$49,327,439</b>

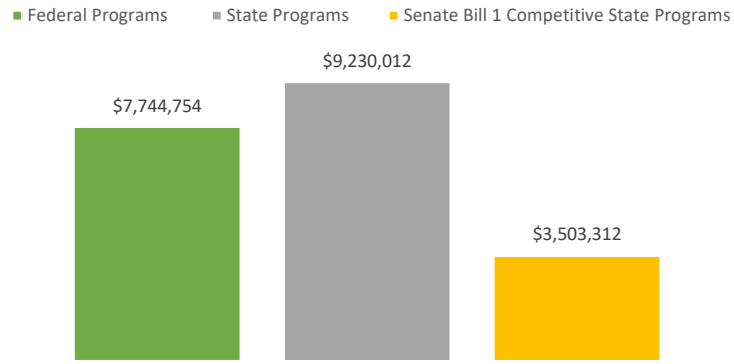
Scenario 2: Anticipated Revenues 2025-2045 - 50% Reduction in State/Federal Competitive						
Funding	Applicable Uses	Short Term 2025-2035	Long Term 2036-2045	Total	Annual Average	Change from Scenario 1
<b>Federal Programs</b>						
CMAQ	Highways, Roads, Transit, ATP, TDM, TCM	\$21,215,481	\$25,203,432	\$46,418,913	\$2,320,946	0%
STBG - Urban	Highways, Roads, Transit, ATP, TDM, TCM	\$30,773,053	\$36,573,123	\$67,346,176	\$3,367,309	0%
Federal Competitive Programs	All Modes	\$9,445,000	\$11,120,000	\$20,565,000	\$1,028,250	-50%
<b>State Programs</b>						
STIP	Highways and roads	\$10,761,543	\$8,972,000	\$19,733,543	\$986,677	0%
Road Maintenance and Rehabilitation Account	Road Maintenance	\$61,331,332	\$74,824,225	\$136,155,557	\$6,807,778	0%
STBG Exchange	Roads	\$9,763,933	\$9,763,933	\$19,527,865	\$976,393	0%
County Direct STBG Exchange	Roads	\$4,591,640	\$4,591,640	\$9,183,280	\$459,164	0%
<b>Senate Bill 1 Competitive State Programs</b>						
Active Transportation Program	Bicycle and pedestrian improvements	\$12,952,272.50	\$12,952,272.50	\$25,904,545.00	\$1,295,227.25	-50%
Local Partnership Program	Roads	\$4,564,285.00	\$4,564,285.00	\$9,128,570.00	\$456,428.50	-50%
<b>Transit Funding</b>						
STA (99313&99314)	Transit	\$16,797,963.00	\$13,886,930.00	\$30,684,893.00	\$1,534,244.65	0%
STA State of Good Repair	Transit	\$2,843,767.00	\$2,350,951.00	\$5,194,718.00	\$259,735.90	0%
SB 125 TIRCP	Transit	\$18,193,898.00	\$0.00	\$18,193,898.00	N/A	
SB 125 ZETCP	Transit	\$1,308,915.00	\$0.00	\$1,308,915.00	N/A	
FTA 5307 Urbanized Area Formula	Transit	\$2,990,000	\$3,200,000	\$6,190,000	\$309,500	0%
FTA 5311/5340 Rural Assistance Program	Transit	\$9,052,386	\$10,758,731	\$19,811,117	\$990,556	0%
FTA 5309 c Bus Allocations	Transit	\$5,100,000	\$7,700,000	\$12,800,000	\$640,000	0%
Freeway Service Patrol	TDM	\$1,100,000	\$1,100,000	\$2,200,000	\$110,000	0%
<b>Local Programs</b>						
LTF	Transit, Highways, and Roads	\$45,609,170	\$62,712,600	\$108,321,770	\$5,416,089	0%
Local Streets and Roads TIM and MC&FP	Roads	\$162,101,527	\$186,767,230	\$348,868,757	\$17,443,438	0%
City of Placerville ½ Cent Sales Tax (Sunsets March 31, 2037)	Roads	\$38,624,373	\$4,291,597	\$42,915,970	\$2,145,799	0%
<b>Total</b>		<b>\$469,120,538</b>	<b>\$481,332,949</b>	<b>\$950,453,487</b>	<b>\$46,547,534</b>	



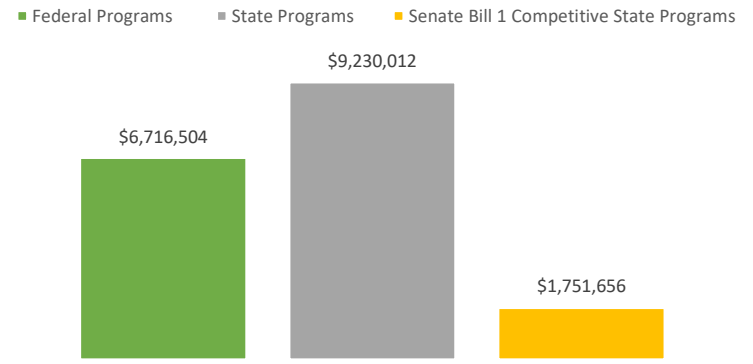
<b>Scenario 3: Anticipated Revenues 2025-2045 - 50% Reduction in State/Federal Competitive - 25% Reduction in CMAQ/STBG</b>						
<b>Funding</b>	<b>Applicable Uses</b>	<b>Short Term 2025-2035</b>	<b>Long Term 2036-2045</b>	<b>Total</b>	<b>Annual Average</b>	<b>Change from Scenario 1</b>
<b>Federal Programs</b>						
CMAQ	Highways, Roads, Transit, ATP, TDM, TCM	\$15,911,611	\$18,902,574	\$34,814,185	\$1,740,709	-25%
STBG - Urban	Highways, Roads, Transit, ATP, TDM, TCM	\$23,079,790	\$27,429,842	\$50,509,632	\$2,525,482	-25%
Federal Competitive Programs	All Modes	\$9,445,000	\$11,120,000	\$20,565,000	\$1,028,250	-50%
<b>State Programs</b>						
STIP	Highways and roads	\$10,761,543	\$8,972,000	\$19,733,543	\$986,677	0%
Road Maintenance and Rehabilitation Account	Road Maintenance	\$61,331,332	\$74,824,225	\$136,155,557	\$6,807,778	0%
STBG Exchange	Roads	\$9,763,933	\$9,763,933	\$19,527,865	\$976,393	0%
County Direct STBG Exchange	Roads	\$4,591,640	\$4,591,640	\$9,183,280	\$459,164	0%
<b>Senate Bill 1 Competitive State Programs</b>						
Active Transportation Program	Bicycle and pedestrian improvements	\$12,952,272.50	\$12,952,272.50	\$25,904,545.00	\$1,295,227.25	-50%
Local Partnership Program	Roads	\$4,564,285.00	\$4,564,285.00	\$9,128,570.00	\$456,428.50	-50%
<b>Transit Funding</b>						
STA (99313&99314)	Transit	\$16,797,963.00	\$13,886,930.00	\$30,684,893.00	\$1,534,244.65	0%
STA State of Good Repair	Transit	\$2,843,767.00	\$2,350,951.00	\$5,194,718.00	\$259,735.90	0%
SB 125 TIRCP	Transit	\$18,193,898.00	\$0.00	\$18,193,898.00	N/A	
SB 125 ZETCP	Transit	\$1,308,915.00	\$0.00	\$1,308,915.00	N/A	
FTA 5307 Urbanized Area Formula	Transit	\$2,990,000	\$3,200,000	\$6,190,000	\$309,500	0%
FTA 5311/5340 Rural Assistance Program	Transit	\$9,052,386	\$10,758,731	\$19,811,117	\$990,556	0%
FTA 5309 c Bus Allocations	Transit	\$5,100,000	\$7,700,000	\$12,800,000	\$640,000	0%
Freeway Service Patrol	TDM	\$1,100,000	\$1,100,000	\$2,200,000	\$110,000	0%
<b>Local Programs</b>						
LTF	Transit, Highways, and Roads	\$45,609,170	\$62,712,600	\$108,321,770	\$5,416,089	0%
Local Streets and Roads TIM and MC&FP	Roads	\$162,101,527	\$186,767,230	\$348,868,757	\$17,443,438	0%
City of Placerville ½ Cent Sales Tax (Sunsets March 31, 2037)	Roads	\$38,624,373	\$4,291,597	\$42,915,970	\$2,145,799	0%
<b>Total</b>		<b>\$456,123,405</b>	<b>\$465,888,810</b>	<b>\$922,012,215</b>	<b>\$45,125,470</b>	

<b>Scenario 4: Anticipated Revenues 2025-2045 - 100% Reduction in State/Federal Competitive - 50% Reduction in CMAQ/STBG</b>						
<b>Funding</b>	<b>Applicable Uses</b>	<b>Short Term 2025-2035</b>	<b>Long Term 2036-2045</b>	<b>Total</b>	<b>Annual Average</b>	<b>Change from Scenario 1</b>
<b>Federal Programs</b>						
CMAQ	Highways, Roads, Transit, ATP, TDM, TCM	\$10,607,741	\$12,601,716	\$23,209,457	\$1,160,473	-50%
STBG - Urban	Highways, Roads, Transit, ATP, TDM, TCM	\$15,386,527	\$18,286,562	\$33,673,088	\$1,683,654	-50%
Federal Competitive Programs	All Modes	\$0	\$0	\$0	\$0	-100%
<b>State Programs</b>						
STIP	Highways and roads	\$10,761,543	\$8,972,000	\$19,733,543	\$986,677	0%
Road Maintenance and Rehabilitation Account	Road Maintenance	\$61,331,332	\$74,824,225	\$136,155,557	\$6,807,778	0%
STBG Exchange	Roads	\$9,763,933	\$9,763,933	\$19,527,865	\$976,393	0%
County Direct STBG Exchange	Roads	\$4,591,640	\$4,591,640	\$9,183,280	\$459,164	0%
<b>Senate Bill 1 Competitive State Programs</b>						
Active Transportation Program	Bicycle and pedestrian improvements	\$0.00	\$0.00	\$0.00	\$0.00	-100%
Local Partnership Program	Roads	\$0.00	\$0.00	\$0.00	\$0	-100%
<b>Transit Funding</b>						
STA (99313&99314)	Transit	\$16,797,963.00	\$13,886,930.00	\$30,684,893.00	\$1,534,245	0%
STA State of Good Repair	Transit	\$2,843,767.00	\$2,350,951.00	\$5,194,718.00	\$259,736	0%
SB 125 TIRCP	Transit	\$18,193,898.00	\$0.00	\$18,193,898.00	N/A	
SB 125 ZETCP	Transit	\$1,308,915.00	\$0.00	\$1,308,915.00	N/A	
FTA 5307 Urbanized Area Formula	Transit	\$2,990,000	\$3,200,000	\$6,190,000	\$309,500	0%
FTA 5311/5340 Rural Assistance Program	Transit	\$9,052,386	\$10,758,731	\$19,811,117	\$990,556	0%
FTA 5309 c Bus Allocations	Transit	\$5,100,000	\$7,700,000	\$12,800,000	\$640,000	0%
Freeway Service Patrol	TDM	\$1,100,000	\$1,100,000	\$2,200,000	\$110,000	0%
<b>Local Programs</b>						
LTF	Transit, Highways, and Roads	\$45,609,170	\$62,712,600	\$108,321,770	\$5,416,089	0%
Local Streets and Roads TIM and MC&FP	Roads	\$162,101,527	\$186,767,230	\$348,868,757	\$17,443,438	0%
City of Placerville ½ Cent Sales Tax (Sunsets March 31, 2037)	Roads	\$38,624,373	\$4,291,597	\$42,915,970	\$2,145,799	0%
<b>Total</b>		<b>\$416,164,714</b>	<b>\$421,808,114</b>	<b>\$837,972,828</b>	<b>\$40,923,501</b>	

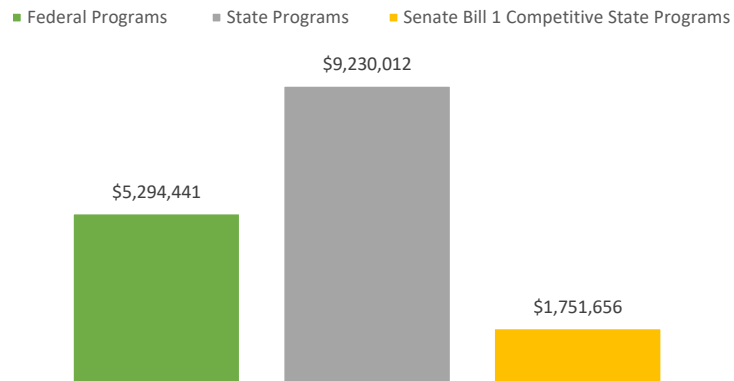
Scenario 1: Anticipated Revenues 2025-2045 - Status Quo



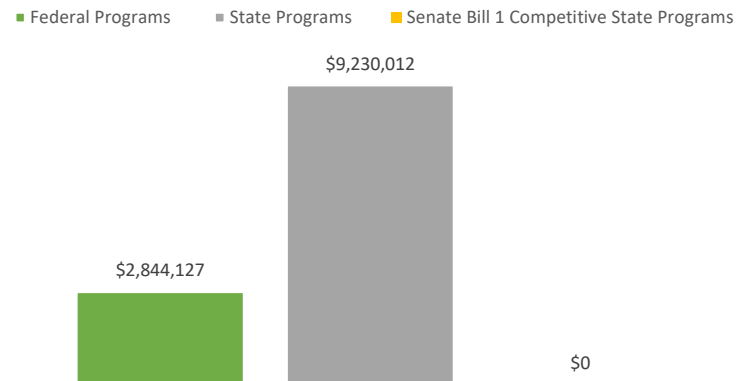
Scenario 2: Anticipated Revenues 2025-2045 - 50% Reduction in State/Federal Competitive



Scenario 3: Anticipated Revenues 2025-2045 - 50% Reduction in State/Federal Competitive - 25% Reduction in CMAQ/STBG



Scenario 4: Anticipated Revenues 2025-2045 - 100% Reduction in State/Federal Competitive - 50% Reduction in CMAQ/STBG



**BUSINESS ITEM****STAFF REPORT**

**DATE:** SEPTEMBER 5, 2024  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** FINAL HARVEST SEASON STANDARD OPERATING PROCEDURES

---

**REQUESTED ACTION**

Accept as final the Harvest Season Standard Operating Procedures.

**BACKGROUND**

The Apple Hill™ region is a significant draw for tourists during the fall harvest season, attracting thousands of visitors to the area. This influx of traffic has historically led to congestion, safety concerns, and negative impacts on the local community. The need for a comprehensive traffic management plan has become increasingly critical to address these challenges. In late 2023, EDCTC facilitated a meeting with Caltrans, El Dorado County, and the Apple Hill™ growers to discuss harvest season traffic. Through discussions with these partners, it was determined that Standard Operating Procedures (SOP) were needed to outline the specific details of traffic management each fall.

The SOP was developed through extensive collaboration with local stakeholders, including Caltrans, El Dorado County DOT, the City of Placerville, and members from the Apple Hill™ growers. The SOP outlines specific measures and strategies to manage traffic effectively and mitigate the adverse effects of increased visitor numbers. The Draft SOP was presented to the EDCTC in early August. On August 12, EDCTC met with key partners to discuss the Draft SOP. The Draft SOP was revised based on the input received from the partners to develop this Final SOP.

**DISCUSSION**

On August 12, 2024, staff met with agency partners to review and discuss the Draft SOP. Based on this discussion partner agencies provided feedback, additions, and other changes to the Draft SOP. These changes were integrated into the Draft SOP and are included in the final being presented for consideration. Changes made to the Draft SOP are shown in the attached redlined version of the document. Apple Hill™ Grower's members drafted an agreement that would be executed between each ranch operator and El Dorado County DOT to commit to traffic management protocols for each season. This agreement is included as Attachment B to this agenda item. This agreement is referenced in the SOP but not tied to implementation therein. EDCTC staff anticipates this SOP to remain a fluid and evolving document as travel behaviors change over time.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: Final Harvest Season Standard Operating Procedures (*redline version*)

Attachment B: Harvest Season Traffic Plan Agreement

# STANDARD OPERATING PROCEDURES (SOP) FOR TRAFFIC MANAGEMENT DURING FALL HARVEST SEASON IN APPLE HILL™, CAMINO COMMUNITY, EL DORADO COUNTY, CALIFORNIA

## Section 1. Introduction

### Purpose

The purpose of this Standard Operating Procedures (SOP) is to outline the management and response of the high volume of traffic on US Highway 50 and local roads during the peak harvest season in El Dorado County, specifically the agricultural region east of the City of Placerville, often referred to as Apple Hill™. This SOP will assist with the safe and efficient traffic flows on US Highway 50 and local roads during the fall harvest season. This SOP outlines the series of events to occur during fall harvest season including identification of partner agencies, the roles of each partner agency, pre-planning and coordination efforts, traffic control measures, signage and messaging, timing, and follow up.

### Key Objectives

Given the importance of the agritourism sector in El Dorado County, protecting safety and preserving the quality of the visitors' experience is of utmost importance. This SOP focuses on strategic traffic management to maintain the safety and quality of experience. Given harvest season is an annual event, implementation of this SOP will evolve over time given changing conditions, traffic patterns, or other disruptions to how and where people travel through the region. Changing Conditions may require this SOP to adapt, however, there are key objectives which will likely remain as foundational to the implementation. These key objectives include:

- Maintain a safe and accessible local road network throughout harvest season.
- Assist US 50 to remain accessible and operational throughout harvest season.
- Establish and maintain strong partnerships between Caltrans, CHP, El Dorado County DOT, City of Placerville, and other SOP partners to coordinate implementation of the SOP effectively and efficiently.
- Monitor, manage, and prioritize primary arterials which serve as likely evacuation routes during peak visitation weekends.
- Work closely with ranches, farms, and agricultural businesses to identify and resolve any localized traffic impacts quickly, efficiently, and safely.
- Monitor, document, and analyze the performance of all SOP elements each year to inform implementation for future years.

### Partners

This SOP will refer to the "Partners" as the primary agencies involved in the implementation of this SOP and will include public agencies responsible for transportation planning, local and state roadways, transportation project delivery, and enforcement. Other local groups or organizations may also be involved in traffic management or other traffic and parking related activities on privately owned ranches and agritourism destinations. The Partners involved in this SOP will coordinate with those private parties to assist with the most comprehensive approach to managing the transportation facilities throughout this agritourism region. Within this SOP, unless called out specifically, the term "Partners" will refer to those agencies responsible for implementation of this SOP comprised of:

- **Caltrans**
- **California Highway Patrol (CHP)**
- **Placerville Police Department**
- **El Dorado County Department of Transportation (DOT)**

- **City of Placerville**
- **El Dorado County Transportation Commission (EDCTC)**

## **Section 2. Roles and Responsibilities**

The following outlines the general roles and responsibilities of each agency involved as they apply specifically to the implementation of this SOP. One overarching responsibility of all Partners is to maintain open lines of contact throughout the harvest season to assist with flexibility in the implementation. Conditions can vary greatly throughout the season and coordination and flexibility will be critical to the success of this SOP.

### **Caltrans**

1. **State Highway Messaging**
  - Manage and oversee messaging projected on permanent or fixed Changeable Message Signs (CMS) located along US 50 in coordination with traffic management objectives and real-time traffic conditions consistent with the predetermined rotation schedules identified in Section 4 of this SOP.
2. **Message Monitoring and Coordination**
  - Monitor the performance and functionality of CMS along US 50 for optimal operation and readability.
  - Promptly communicate with all Partners any updates to message content or schedules to maintain consistency and effectiveness in conveying information to motorists.
3. **Documentation and Reporting**
  - Maintain records of message deployment, content, updates, and feedback regarding messaging on changeable message signs along US 50.

### **California Highway Patrol (CHP)**

1. **Traffic Management Responsibilities**
  - Officers patrol US 50 to monitor traffic conditions, enforce traffic laws, and implement necessary traffic control measures.
2. **Traffic Enforcement**
  - Officers will conduct proactive enforcement activities to support operations of US 50 and maintain safety on roadways.
3. **Incident Response**
  - CHP will coordinate with local emergency services and maintain reasonable response capability to address traffic incidents, accidents, and emergencies within the Apple Hill™ area.
4. **Increased Patrols**
  - Based on traffic or other conditions, CHP may choose to deploy additional patrol units at key locations to improve traffic operations and safety.
  - Should the Partners determine additional CHP presence is desired and Officers are available, funding may need to be allocated from one or more Partner agencies to support the additional CHP patrols, and necessary agreements may need to be executed.

### **Placerville Police Department**

1. **Traffic Management Responsibilities**
  - Officers patrol US 50 in Placerville to monitor traffic conditions, enforce traffic laws, and implement necessary traffic control measures.

**2. Traffic Enforcement**

- Officers will conduct proactive enforcement activities to support operations of US 50 in Placerville and maintain safety on roadways.

**3. Increased Patrols**

- Based on traffic or other conditions, Placerville Police Department may choose to deploy additional patrol units at key locations to improve traffic operations and safety.

**EI Dorado County Department of Transportation (DOT)**

**1. Infrastructure Maintenance and Improvement**

- Maintain, repair, and improve County roads, rights-of-way, and bike/ped facilities.
- Roadways leading to Apple Hill™ are in satisfactory condition to manage increased traffic volumes during the peak fall harvest season.
- Limit or eliminate construction or maintenance impacts during harvest season.

**2. Traffic Control and Signage**

- Identify bottlenecks, intersections, and other conflict points to deploy traffic management.
- To the extent possible, install and maintain temporary CMS, signage, road markings, other traffic control devices, and traffic management personnel to inform, direct, and manage traffic at known bottlenecks and conflict points.
- Ensure traffic control, directional, or other signage is safe, clear, visible, and compliant with established standards.

**3. ~~Data Collection and Analysis~~ Performance Evaluation**

- ~~Collect and analyze data to identify trends, evaluate the effectiveness of traffic management measures, and inform future planning efforts~~ Monitor traffic and operations along County maintained roads during SOP implementation to identify issues and opportunities for future deployment.

**City of Placerville**

**1. Infrastructure Maintenance and Improvement**

- Ensure City maintained roadways used to access Apple Hill™ are in satisfactory condition to manage increased traffic volumes during the peak fall harvest season.
- Limit or eliminate construction or maintenance during harvest season that would impact primary routes into and out of Apple Hill™ during harvest season.

**2. Traffic Control and Signage**

- To the extent possible support EI Dorado County DOT through securing encroachment permits for the deployment of any available Portable CMS to increase messaging along US 50 and/or local arterials used to access Apple Hill™.

**3. Local Impacts**

- Monitor the impacts of harvest season traffic on local streets and roads to communicate with all Partners during weekly check in meetings.
- As conditions change and traffic increases prepare suggested changes to the messaging strategy language to better inform traffic on local streets.

**EI Dorado County Transportation Commission (EDCTC)**

**1. External Coordinator**

- Schedule, coordinate, and facilitate planning and other meetings as needed.
- Engage with the agricultural community, businesses, and other stakeholders.

**2. Resources**

- Identify and secure competitive or other state and federal funding to support implementation of additional elements deemed necessary for future years.

### 3. **Communication and Reporting**

- Develop and implement an online visitor travel experience survey to better inform future implementation of the SOP.
- Provide annual SOP summary report to inform decision-making and evaluation of future SOP deployment.

### 4. **Continuous Improvement and Adaptation**

- Foster continuous improvement and adaptation in the deployment of SOP for traffic management, incorporating lessons learned, feedback from stakeholders, and emerging best practices into future planning and operations.
- Ensure the SOP and Partners remain responsive to changing traffic patterns, technological advancements, and community needs to ensure that SOP deployment meets evolving challenges and opportunities.

## **Ranches, Farms, and Other Agriculture Businesses**

Given the ranches, farms, and other agricultural related businesses in the area are privately owned, they will not be signatories to this SOP. However, the ingress, egress, and parking at their locations are important for successful implementation of this SOP. Therefore, the Partners will work with these local businesses to monitor and manage traffic at these locations to better serve the greater circulation of the region. These businesses are expected to work with the Partners through the following means:

#### 1. **Infrastructure Maintenance and Improvement**

- Ensure ingress, egress, emergency exits, and other access points are well marked, signed, and in good condition to keep traffic moving freely.
- Ensure parking capacity is consistent with visitor volumes.

#### 2. **Traffic Control**

- When high visitation persists, local businesses will deploy traffic control personnel on their location to keep traffic from queuing onto local roads.
- Work with traffic enforcement agencies to provide traffic control services at key intersections or locations during high traffic periods.
- Minimize pedestrian traffic across county roads and deploy professional traffic control personnel during periods of high visitation to ensure pedestrian safety and keep traffic moving.
- Execute annual Harvest Traffic Plan (Attached) in coordination with El Dorado County DOT

## **Section 3. Implementation Schedule**

The following section outlines the schedule of events that need to occur to execute this SOP. This includes planning, coordination, and meetings pre-harvest season, harvest season implementation, and post-harvest season follow up. This is to be used as a fluid framework which is scalable to the given year and adapts to variations from typical conditions in the community, along US 50 or other critical routes. Individual agencies who feel any need to adjust the schedule or implementation elements detailed below should discuss this with the Partners during the two pre-season meetings. If those agreed upon changes were deemed by all Partners to be of value for all future years those changes would be amended into this SOP. Should changes be deemed only necessary for that given year, they would only be amended into implementation of the SOP for that year and documented accordingly.

### **Schedule of Events**

#### **July: Pre-Season Partners Meeting #1**



**Agenda**

- Review previous year's traffic management SOP performance.
- Identify key areas for improvement based on past years or new developments.
- Review and set objectives for the upcoming harvest season.
- Finalize messaging strategy to include specific messaging language to be used.
- Revisit roles and responsibilities for implementation of all elements of the SOP.
- Identify any new Partners or changes in key contacts or critical staff.
- Discuss new conflicts, issues, or opportunities such as construction, social events, new technologies, or useful equipment/personnel.
- Establish a preliminary schedule for tasks and meetings.
- Determine what permitting and/or agreements are necessary to implement SOP.
- Request additional CHP patrols during the weekends beginning Labor Day through the weekend following Thanksgiving.

**Deliverables**

- Meeting summary detailing the following:
  - Identified improvements or changes to previous year's SOP.
  - Proposed updates to Section 3 Key Objectives.
  - Messaging strategy to include CMS language, social media campaigns, and other public outreach including local news outlets and agency PIOs.
  - Detail of any changes to roles, responsibilities, staff, or key contacts.
  - Updated contact database of all Partners involved in implementation.
  - Draft schedule of planning, meeting, and implementation.
    - Responsible Party: EDCTC
  - List of permits and/or agreements needed to include type, grantor, signatories, timeline for approval, and cost if applicable.
    - Responsible Parties: DOT and Caltrans
  - Submit request to CHP for additional patrols.
    - Responsible Party: DOT

**August: Pre-Season Partners Meeting #2****Agenda**

- Approve final messaging strategy and establish locations and timing.
- Confirm operational readiness of traffic control measures/personnel.
- Establish timing of traffic control measure deployment and removal.
- Discuss contingency plans for emergencies or unexpected issues.
- Schedule weekly or bi-weekly calls to address issues and opportunities.
- Schedule follow-up/lessons learned meeting for early December.

**Deliverables**

- Final SOP ready for implementation.
- Key contacts list of all Partners involved in implementation.
- Final implementation schedule.
  - Responsible Party: EDCTC

**Week Before Labor Day Weekend**

- Launch US 50 CMS messaging strategy on the Thursday before Labor Day weekend concluding on the Sunday after Thanksgiving.
  - Any emergency or traffic event requiring use of the US 50 CMS will always take priority during implementation of the messaging strategy and this SOP.
  - The US 50 CMS message content outlined here will continue Friday through Sunday evening every weekend through the weekend after Thanksgiving.

- Prepare and position any portable traffic control devices and/or traffic control personnel effective on the Saturday morning of Labor Day weekend.

### **Labor Day Weekend through the Last Weekend of November**

- Any portable CMS and/or other traffic control devices and resources, positioned either along US 50 or local roads, will be staged, pre-programmed, and ready for deployment on the Friday before Labor Day weekend.
- The portable CMS deployment and traffic controls may continue concurrently with the US 50 CMS deployment or may be removed the Monday morning following each weekend from Labor Day through the weekend after Thanksgiving.
  - This will be at the discretion of Partners and/or agencies responsible for deployment and management of temporary CMS and traffic controls and whether those CMS or traffic controls are needed elsewhere.
  - The agency who owns and operates the CMS and/or traffic controls will be responsible for deployment and removal regardless of the schedule and timing.
    - An example could include, El Dorado County has a construction project in the vicinity that has CMS for traffic control during the week. They shut down construction during the week due to impacts on visitor traffic. Those CMS could possibly be relocated to serve as messaging tools for the weekend harvest season traffic and relocated to the project site the following Monday morning.
- Traffic control personnel, excluding CHP or other law enforcement, will be deployed on an as needed basis as determined by the Partners subject to this SOP.
  - Should traffic control personnel, excluding CHP or other law enforcement, be determined necessary, Partners will convene a call and develop a traffic control plan to identify the persons, resources, locations, timing, security, and support necessary to deploy personnel into the field.
    - For example, El Dorado County, Caltrans, and CHP decide flagging and traffic control are necessary at the intersection of Carson Road and Pondorado Road due to backups under US 50. Consequently, these agencies meet and determine the personnel needs, identify personnel and resources, and direct staff to the field.
- Local ranches and businesses in the Apple Hill™ area will work with El Dorado County DOT and other Partners to maximize traffic flow, parking, and safety into, on, and out of ranch properties.
  - Partner agencies will get involved with traffic management at the cost to the ranch or business if any safety hazard or circulation issue is identified due to a lack of coordination.
- Partner agencies will work closely with ranches and businesses to continue to monitor and improve traffic management throughout the season.

## **Section 4: Messaging**

### **US 50 Messaging – Changeable Message Signs (CMS)**

#### **Objective:**

Populating existing CMS along US 50 to provide clear and timely guidance to visitors traveling on US 50 towards the Apple Hill™ region, directing them to the most appropriate exits to access the area.

#### **Message Content:**

Messages displayed on CMS along US 50 will include clear and concise instructions directing visitors to the three or four recommended exits leading to the Apple Hill™ region. Each

message will prioritize simplicity and clarity to ensure easy comprehension by drivers approaching the area.

**Recommended Message Content:**

APPLE HILL TRAF  
 USE EXITS  
 49/54/57

Caltrans will populate all CMS with the agreed upon message content.

The CMS locations displaying this messaging will, at a minimum, include:

Eastbound US 50 154 - Exit 22 Aerojet Rd
Eastbound US 50 002 - El Dorado Hills Blvd/Latrobe Rd
Westbound US 50 0076 - near Snows Road
Current US 50 CMS as of 8/1/2024 As future CMS are added to this segment of the US 50 corridor that could assist with this SOP, those CMS will be added to this list

**Local Roadway Messaging – Portable CMS**

**Objective:**

Local partner agencies deploy portable CMS to provide clear and timely guidance to visitors traveling on local and interregional roadways to access the Apple Hill™ region.

**Message Content:**

Messages displayed on portable CMS along local roadways will include clear and concise instructions directing visitors to appropriate locations, intersections, and routes that can accommodate high volumes of traffic and away from narrow residential neighborhoods. Each message will prioritize simplicity and clarity to ensure easy comprehension by drivers approaching the area.

**Messaging Strategy**

**Rotation and Timing:**

Messages will rotate sequentially on CMS along US 50, to highlighted exits in a timely manner as drivers approach the Apple Hill™ region. Rotation frequency and timing of messages will be determined based on guidelines.

**Visual Presentation:**

Messages will be displayed in high-contrast colors and large font sizes to enhance visibility and legibility, especially under varying weather and lighting conditions. Simple graphical elements such as apple icons or directional arrows, when and where appropriate, may accompany the text to further aid comprehension.

**Coordination with Traffic Management:**

The messaging strategy for CMS on US 50 will be coordinated with overall traffic management efforts to ensure alignment with traffic flow patterns, congestion levels, and any ongoing incidents or road closures. Updates to message content or rotation schedules may be made in real-time based on changing traffic conditions and operational requirements.

**Feedback and Evaluation:**

Feedback from drivers, residents, and stakeholders will be solicited to assess the effectiveness of the messaging strategy and identify opportunities for improvement. Evaluation criteria will

include message clarity, visibility, and impact on driver behavior in terms of exit usage and traffic distribution within the Apple Hill™ region.

**Documentation and Reporting:**

Records of message content, rotation schedules, and any adjustments made to the messaging strategy will be documented and maintained for future reference and reporting purposes.

Regular reports summarizing the performance of CMS messaging on US 50 will be provided to relevant authorities and stakeholders for review and analysis.

## Section 5: Traffic Control Measures

In addition to the messaging, traffic control measures may be implemented during peak visitation to the Apple Hill™ region. These may vary depending on conditions, availability of resources and equipment or other variables. The following is a general list of traffic control measures that may be considered during implementation of this SOP.

**US Highway 50**

- Three Traffic Signals: Implement “Trip to Green” green phase signal timing.
- Lane Closures: Schedule any necessary construction or closures during off-peak hours.
- Position local agency or contracted traffic control personnel at key exits/intersections if operations degrade to unsafe conditions along US 50 and at key intersections.

**Local Roads**

- Temporary Traffic Control: Install flaggers, signs, or other traffic control elements at key intersections.
- Roadside Barriers: Use to guide traffic and enhance safety.
- Pedestrian Crossings: Provide clear and safe pedestrian access to popular sites.
- Parking Management: Designate and clearly mark parking areas for visitors.
- Ranch Traffic Management: Work with ranch owners to implement on-ranch traffic management, parking enforcement, and ranch access traffic enforcement

# STANDARD OPERATING PROCEDURES (SOP) TRAFFIC MANAGEMENT HARVEST SEASON

## Ranch Traffic Plan Agreement

### Harvest Traffic Plan 2024

Ranch Name: \_\_\_\_\_

Ranch Address: \_\_\_\_\_

1. Is your business open for onsite retail sales? Yes No
2. What are the hours of operation? \_\_\_\_\_
3. Do you provide onsite parking for customers visiting your business? Yes No
4. Does your customer traffic ever impede the flow of traffic along any county roads (including parking along county roads)? Yes No
  - a. If No, please skip to Question 12.
  - b. If Yes, please continue to Question 5.
5. Please describe your onsite parking plan (including a map, the location and number of parking attendants, as well as the general flow of customer traffic):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

6. At what time do the traffic attendants start directing traffic onsite? \_\_\_\_\_
7. At what time do the traffic attendants cease directing traffic onsite? \_\_\_\_\_
8. What date does your traffic plan start for the year? \_\_\_\_\_
9. What date does your traffic plan finish for the year? \_\_\_\_\_
10. If your customer traffic starts to impede the flow of traffic on county roads, please describe your traffic remediation plan to insure traffic begins to flow:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

11. In the event that your traffic is impeding the flow along a county road and you need to direct traffic on a county road, please provide the following information:
  - a. Traffic Company being employed to direct traffic (must be formally trained):

\_\_\_\_\_

Contact Name and Number \_\_\_\_\_

- b. Encroachment Permit Number (required, from DOT): \_\_\_\_\_

12. Onsite Contact Name: (Must be available during the Business' Open Hours ) \_\_\_\_\_

13. Onsite Contact Phone Number: \_\_\_\_\_

Print Name (Person Responsible for this Ranch Traffic Information Plan): \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**STANDARD OPERATING PROCEDURES (SOP) TRAFFIC  
MANAGEMENT HARVEST SEASON  
Ranch Traffic Plan Agreement**

(Submit to the El Dorado County Transportation Commission (EDCTC) at-----)

**INFORMATION ITEM**

**STAFF REPORT**

**DATE: SEPTEMBER 5, 2024**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER**  
**DAN BOLSTER, SENIOR TRANSPORTATION PLANNER**  
**BERHANE TESFAGABR, PROJECT MANAGER, CALTRANS DISTRICT 3**  
**SUBJECT: SEPTEMBER 2024 PROJECT MONITORING REPORT**

**REQUESTED ACTION**

None. This item is for information only.

**BACKGROUND**

To identify regional transportation project delivery issues and challenges, El Dorado County Transportation Commission (EDCTC) staff performs Planning, Programming, and Monitoring (PPM) duties for regionally significant projects in the EDCTC region. EDCTC conducts its PPM duties in collaboration with the El Dorado County Department of Transportation, City of Placerville Engineering Division, El Dorado Transit Authority, the Sacramento Area Council of Governments, and the Caltrans Department of Local Assistance.

**DISCUSSION**

The report includes projects funded with State Transportation Improvement Program, State Highway Operations and Protection Program, the Road Repair and Accountability Act of 2017 (Senate Bill 1) Programs, Local Transportation Climate Adaptation Program, Congestion Mitigation and Air Quality, Surface Transportation Block Grant Program, Active Transportation Program, Highway Infrastructure Program, Local Transportation Fund, Bicycle/Pedestrian funds, Coronavirus Response and Relief Supplemental Appropriations Act funds, and at times, regionally significant projects funded with local funds, such as Traffic Impact Fees.

The report includes “project status symbols” to indicate whether a project:

- Is within current cost and schedule ✓
- Has potential cost and/or schedule impacts ?
- Has known cost and/or schedule impacts X

As a result of discussions between members of the El Dorado County Board of Supervisors, the public, Caltrans, and EDCTC staff about the need for the public to have ready access to information about Caltrans’ State Highway Operations and Protection Program (SHOPP) projects in El Dorado County, the report contains a map and information detailing Caltrans’ SHOPP projects in El Dorado County. The report also contains a spreadsheet that shows current grant-funded projects and studies.

Staff will provide the Commission with a brief oral summary of the Project Monitoring Report and Caltrans Project Management staff will discuss the SHOPP project map.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment A: September 2024 Project Monitoring Report *(provided under separate cover)*