

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** MARCH 2, 2023  
**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**

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

The EDCTC Board awarded the consulting contract to DKS at the March 3, 2022, meeting. Since September 2022, EDCTC has participated in monthly "Greater Placerville Multi-Project Coordination" meetings with the El Dorado County Office of Wildfire Preparedness and Resilience, El Dorado and Georgetown Resource Conservation District (RCD), El Dorado County Fire, and the Placerville and Texas Hill Fire Safe Councils. The next coordination meeting is scheduled for Monday, March 13, 2023. The project was awarded \$75,000 in State Highway Account (SHA) funds to augment the existing public outreach effort. The Draft Existing Conditions Report will be presented at the May 4, 2023, EDCTC Board meeting.

#### **US 50 Corridor System User Analysis, Investment Strategy and Access Control Action Plan (US 50 Corridor Plan)**

The 2022 "Trip to Green" Proof of Concept Pilot was completed successfully. Three evolutions took place during the first weekends of August, September, and October. The team released a community survey to gather public opinion in October and November and the results of the survey were made available in December 2022. EDCTC and the consulting team have completed a Draft US 50 Corridor Action Plan which includes all elements of the plan, the System User Analysis, Investment Strategies Draft, and Access Control Action Plan which supported the implementation of the Trip to Green Pilot program. In person public workshops were held in December and January and an additional virtual workshop was held on February 16, 2023.

#### **MPDG INFRA/RURAL**

On May 23, 2022 EDCTC Staff submitted a Federal Multimodal Project Discretionary Grant (MPDG) Opportunity (INFRA/RURAL) application to fund the US 50 Corridor At-Grade Temporary Freeway Conversion: "Trip to Green" Interim Technology and Infrastructure Project and Ultimate Project Study Report. The applications requested either \$12,240,000 (RURAL) or \$10,050,000 (INFRA) funding. FHWA has indicated that the project was not successful in obtaining funding. EDCTC has scheduled a debrief with FHWA to better understand how our project can be more competitive in a future funding round.

#### **Active Transportation Planning**

##### **EL DORADO COUNTY AND CITY OF PLACERVILLE ACTIVE TRANSPORTATION**

EDCTC supported El Dorado County staff with Active Transportation project grant applications and continues to assist with funding administration in support of project development as required. EDCTC has taken responsibility for the collection of bicycle and pedestrian counter data from counters located on multi-use trails on the west slope. EDCTC has received replacement counter batteries from the County, and staff are working to install batteries as time and weather allow. All batteries on trail sections in the Placerville area have been installed. Batteries in counters located in the El Dorado Hills area still need to be replaced. EDCTC is supporting El Dorado County and the City of Placerville

with the adoption of Active Transportation Plans. The El Dorado County ATP is anticipated for formal adoption by the Board of Supervisors this spring.

EDCTC is coordinating with El Dorado County to ensure timely delivery of the awarded Cycle 5 Active Transportation Project on Pony Express Trail in Pollock Pines. The project received approval of an extension request required due to delays from both COVID-19 and the Caldor fire. EDCTC supported El Dorado County DOT staff with the preparation of two grant applications for statewide and SACOG regional ATP Cycle 6. The County was not awarded funding in the statewide ATP round. ***The SACOG Regional ATP funding recommendations were just released, and the County was awarded \$3,271,000 million for the Missouri Flat Road El Dorado Trail Bicycle and Pedestrian Overcrossing project.*** The Ponderosa Road Bicycle and Pedestrian Improvements project was not awarded funding.

## **EL DORADO TRANSIT AUTHORITY**

### TRANSIT SERVICE

For the month of January 2023, ridership across all three modes of service continued to trend up despite the ongoing reduction in revenue service. Fiscal year-to-date ridership was up 34.1% overall. Systemwide passenger trips increased by 28.4% in January 2023 compared to January 2022. Passengers per Revenue Hour increased from 3.6 to 4.1 or 16.5%. Demand Response ridership increased by 77.6%. Local Fixed Route ridership increased by 14.2%, and Commuter ridership increased by 54.6%.

### **SACOG**

EDCTC is working with SACOG, El Dorado County, and the City of Placerville on the next update of the 2024 Blueprint, including the coordination of future SACOG led outreach efforts anticipated to take place this spring. It is also anticipated that EDCTC staff will be supporting SACOG with the evaluation of projects for their recent Regional Funding Round. EDCTC is also working with SACOG to support their preparation of a Corridor Multimodal System Planning grant application for the US 50 Corridor.

EDCTC staff will be serving on the upcoming SACOG Funding Working Group planned to begin in spring of 2023. Commissioner Thomas was appointed to Chair of the SACOG Funding Working Group. This effort will help shape how future funding rounds are administered, including the performance metrics and criteria used for project ranking and selection. EDCTC staff will report to the Commission as this effort progresses over the next year.

### **CALTRANS**

EDCTC staff continues close coordination and collaboration on the delivery of the US 50 Camino Safety Improvements Project. A weekly project team meeting occurs every Thursday morning followed by an Executive Team meeting every Friday, to closely monitor progress, identify challenges, and brainstorm solutions. The undercrossing of US 50 connecting Ponderado Road to Lower Carson Road is now open to the public. The project was completed in late 2022.

On November 14, EDCTC met with Caltrans and the City of Placerville staff regarding the engagement on the SR 49 project study report which Caltrans is initiating and will be finalizing in March of 2023. This Caltrans led study report will set the stage for maintenance and roadway improvements planned for future years under the State Highway Operations and Protection Program. This effort will improve SR 49 in and through Placerville to consider accessibility improvements for all modes. In coordination with the City of Placerville, EDCTC recently provided Caltrans with a stakeholder contact list for this effort.

## **STATE TRANSPORTATION LEGISLATION AND FUNDING**

The Governor's draft budget proposal was released on January 10, 2023. The Governor's Budget forecasts General Fund revenues will be \$29.5 billion lower than the 2022 budget, equating to a budget shortfall of \$22.5 billion in the 2023/24 fiscal year. To account for this shortfall in the Governor's budget proposal, the Governor and his administration have developed a "balanced plan to close the budget gap" which includes an array of funding delays, program reductions, fund shifts, trigger reductions, and limited revenue generation and borrowing. The proposal does not include a withdrawal from the state's reserve balance unless it appears a recession is more likely beginning in spring of 2023. The aforementioned balanced plan would address the budget shortfall as follows:

- Reductions/pullbacks - \$5.7 billion
- Fund shifts - \$4.3 billion
- Trigger reductions - \$3.9 billion
- Limited revenue generation and borrowing - \$1.2 billion

Additionally, the Governor is proposing to implement measures included in the 2022 Budget Act which were included to address future shortfalls.

- Remove \$7 billion planned to address inflationary adjustments scheduled for fiscal years 2024/25 and 2025/26
- Remove \$1.7 billion scheduled to reduce General Obligation bond liability in fiscal year 2024/25
- Revert \$2.1 billion of General Fund back to lease revenue bond funds to pay for capital projects
- Withdraw \$4 billion in safety net deposits planned for fiscal years 2024/25 and 2025/26
- Withdraw \$4 billion in supplemental reserve account deposits for fiscal years 2024/25 and 2025/26

This proposed budget does retain a multi-year commitment of \$44 billion for infrastructure, including transportation investments. As with recent years budgets, the focus remains on transitioning to zero-emissions vehicles, modernizing the state's transportation system, promoting energy innovation and reliability, expanding access to broadband, advancing housing goals, reducing wildfire risk, and drought resiliency and response. Should the economy slip closer to a recession in the spring of 2023, it is likely that more reductions to programs, including transportation investments will occur. A full report of the proposed budget can be found here <https://ebudget.ca.gov/budget/2023-24/#/BudgetSummary>.

The State Legislature reconvened on January 4, 2023. Listed below are a number of bills EDCTC staff is tracking related to transportation policy and funding.

- **AB 6 – Friedman (D): Transportation Planning**

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

- **AB 7 – Friedman (D): Transportation funding capacity projects**

Current law requires Caltrans to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity

projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

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

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

- **AB 286 – Wood (D): Broadband Infrastructure Mapping**

Current law requires the Public Utilities Commission, in collaboration with relevant state agencies and stakeholders, to maintain and update a statewide, publicly accessible, and interactive map showing the accessibility of broadband service in the state. Current law authorizes the commission to collect information from providers of broadband services at the address level and prohibits the commission from disclosing certain protected residential subscriber information. This bill would require that the map identify, for each address in the state, each provider of broadband services that offers service at the address and the maximum speed of broadband services offered by each provider of broadband services at the address.

- **AB 350 – Aguiar-Curry (D): Regional transportation plans: SACOG**

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

- **AB 772 – Jackson (D): Electric vehicle chargers**

Would require the Energy Commission to require, by regulation, that each single-family residence constructed on and after January 1, 2025, include a rapid compact electric vehicle charger and that each multifamily residence constructed on and after January 1, 2025, include sufficient rapid compact electric vehicle chargers to serve at least 10% of its residential capacity at any given time. This bill contains other related provisions and other existing laws.

- **ACA 1 – Aguiar-Curry (D): Local government financing: affordable housing and public infrastructure: voter approval**

The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.

- **SB 5 – Nguyen (D): Motor Vehicle Fuel Tax Law: limitation on adjustment**

The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023.

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

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

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

On December 23, 2022, President Biden signed into law the \$1.7 trillion omnibus bill funding appropriations through September 2023. The bill is broken into 12 appropriations bills along with other necessary legislation with a total of \$772.5 billion included for nondefense spending combined with \$858 billion in defense spending for fiscal year 2023, an increase for both sectors from 2022. The package includes roughly \$45 billion in emergency assistance to Ukraine and NATO allies, an overhaul of the electoral vote-counting law, protections for pregnant workers, an enhancement to retirement savings rules, and a TikTok ban on federal devices. This bill also includes \$38 billion in spending for disaster aid.

On November 30, 2022, the House Republicans held a meeting to discuss rule changes to congressionally directed spending, or earmarks. Congressman Tom McClintock proposed a ban on earmarks, but the proposed change was defeated by a vote of 52-158.

EDCTC staff is working with County, City of Placerville, and El Dorado Transit partners to consider and 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 February 2, 2023)*

2/6/23	SACOG – Policy & Innovation Meeting
2/6/23	SACOG – Strategic Planning Meeting
2/6/23	Cap-to-Cap Future Mobility Discussion and Briefing
2/6/23	EDCTC Staff Meeting
2/7/23	EDCTC OWP Budget Overview Workshop
2/8/23	US DOT Grant Training
2/9/23	SR 49 Confluence Final Report Discussion with DKS – J. Damkowitch

2/10/23 EDCTC OWP Budget Overview Workshop  
2/13/23 EDCTC Staff Meeting  
2/13/23 Greater Placerville Wildfire Evacuation Plan Coordination Meeting  
2/13/23 LTF Discussion with EDCTA  
2/13/23 RPA Carryover Discussion with RCTF Members  
2/15/23 Local Obligation Authority Discussion with Caltrans  
2/16/23 SHSP Steering Committee  
2/16/23 SACOG Board of Directors Meeting  
2/17/23 Funding Opportunities and Regional Transportation Priority Meeting with SACOG  
2/21/23 SACOG/PCTPA/EDCTC Monthly Coordination Meeting  
2/21/23 Caltrans – S. Takhar  
2/22/23 SACOG Comprehensive Multimodal Corridor Plan Grant Application for US 50  
2/22/23 Camino Beautification Meeting  
2/24/23 CTC Road Charge TAC Meeting  
2/27/23 EDCTC Staff Meeting  
2/27/23 Funding Opportunities Discussion with EDCTC Staff  
2/28/23 Agenda Review with Councilmember Clerici  
2/28/23 Diamond Springs Parkway Discussion with SACOG and EDC  
3/1/23 FY 2022 Rural Grant Debrief with USDOT and City of Placerville – R. Neves  
3/1/23 Agenda Review with Supervisor Turnboo  
3/2/23 Transportation Cooperative Committee Meeting with Caltrans  
3/2/23 SACOG Transportation Meeting  
3/2/23 SACOG Land Use and Natural Resources Meeting