

EXECUTIVE DIRECTOR'S REPORT

DATE: FEBRUARY 2, 2023
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

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

TRANSPORTATION PLANNING

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. The project kickoff meeting was held on May 27, 2022, with key agency stakeholders, including the City of Placerville, El Dorado County, El Dorado County Sheriff's OES, Cal Fire Amador-El Dorado Unit, El Dorado County Fire, and the Forest Service. The project is currently collecting data from agency partners to use in drafting the Existing Conditions Report (ECR). The Draft ECR is anticipated to be ready by the end of January or early February. During September, October, November, and December 2022 and January 2023, EDCTC participated in "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, February 13, 2023, to discuss coordinating public outreach between the wildfire preparedness planning efforts. The project was awarded \$75,000 in State Highway Account (SHA) funds to augment public outreach.

US Highway 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. EDCTC has provided comments on the System User Analysis Draft Technical Memo, and the Investment Strategies Draft Technical Memo has been delivered to EDCTC. The first public workshop took place on December 8, 2022 and was focused on the Trip to Green survey data and system user analysis. The second public workshop was held on January 19, 2023 and was focused on the Investment Strategy and presented future options to reduce congestion and improve safety in the US 50 Corridor. An additional virtual workshop is scheduled for February 16, 2023 at 5:00pm.

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 is working to install batteries as time and weather allow. 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.

EL DORADO TRANSIT AUTHORITY

TRANSIT SERVICE

For the months of November and December 2022, ridership across all three (3) modes of service continued to trend up despite the ongoing reduction in revenue service. Fiscal Year-to-date ridership was up 34.3% overall. In November, systemwide passenger trips increased by 28.4% compared to the previous year. Passengers per Revenue Hour increased from 3.6 to 4.6 or 28.2%. Demand Response ridership increased by 48.3%, Local Fixed Route ridership increased by 18.0%, and Commuter ridership increased by 54.1%. In December, systemwide passenger trips increased by 34.5% compared to the previous year. Passengers per Revenue Hour increased from 3.2 to 4.1 or 27.9%. Demand Response ridership increased by 77.9%, Local Fixed Route ridership increased by 19.3%, and Commuter ridership increased by 59.4%. Ridership on the Sacramento/Tahoe Connector route increased from 593 in November 2021 to 849 in November 2022, and from 668 in December 2021 to 1,102 in December 2022.

SACOG

EDCTC staff is supporting SACOG with the review/scoring of Cycle 6 Regional Active Transportation Program applications. EDCTC is also working with SACOG, El Dorado County, and the City of Placerville on the next update of the MTP/SCS (2024 Blueprint), including the coordination of future SACOG lead 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 will be serving on the upcoming SACOG Funding Working Group planned to begin in spring of 2023. 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 planning 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 9 – Muratsuchi (D): Transportation funding capacity projects**

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.

- **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 53 – Fong, Vince (R): Motor Vehicle Fuel Tax Law: adjustment**

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

- **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 32 – Jones (R): Motor Vehicle Fuel Tax: greenhouse gas programs suspension**

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

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 & 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 December 1, 2022)*

12/2/22	Camino Safety Bi-Monthly Project Status - Caltrans
12/5/22	EDCTC Staff Meeting
12/5/22	SACOG – Policy & Innovation Meeting
12/5/22	SACOG – Strategic Planning Meeting
12/5/22	IIJA Transportation Implementation Working Group
12/12/22	SACOG/PCTPA/EDCTC Coordination Meeting
12/13/22	Meeting with Turch and Associates – D. Turch
12/13/22	SACOG/EDCTC Monthly Blueprint Check-in Meeting
12/13/22	EDCTC Staff Meeting
12/15/22	Camino Weekly Update - Caltrans
12/16/22	SR 49 Confluence Check-in with DKS – J. Pilachowski
12/20/22	Caltrans – S. Takhar
12/20/22	SACOG/EDCTC/PCTPA Monthly Coordination Meeting
12/22/22	Meeting with SACOG
12/22/22	PCTPA.EDCTC Meeting
12/27/22	EDCTC Staff Meeting
12/27/22	SR 49 Confluence Check-in with DKS – J. Damkowitch
12/30/22	Phone Call with PCTPA – M. Click
1/3/23	EDCTC Staff Meeting
1/4/23	Regional Grant Strategy Meeting with STA – K. Bewsey
1/5/23	FHWA Corrective Action Discussion
1/6/23	CSIS Stakeholder 1:1 Rural Agencies Meeting
1/9/23	EDCTC Staff Meeting
1/9/23	FHWA Corrective Action Discussion with PCTPA – M. Click
1/9/23	SACOG's Approach to the Corrective Action Meeting
1/10/23	SR 49 Confluence Check-in with DKS – J. Damkowitch
1/11/23	Meet with PCTPA – M. Click
1/11/23	Governor's Budget Proposal Workshop
1/11/23	SR 49 Confluence Study Admin Draft Report Discussion – L. Parlin
1/12/23	EDCTC Staff Annual Review – J. Barton
1/12/23	EDCTC Staff Annual Review – D. Bolster
1/12/23	Wildfire Evacuation Preparedness Plan Check-in with DKS – R. Johnson
1/12/23	Discussion with PCTPA – M. Click
1/12/23	Transportation Team Kickoff Meeting for Cap to Cap 2023
1/12/23	EDCTC OWP Budget Overview Workshop
1/13/23	EDCTC Staff Annual Review – K. Thompson
1/13/23	EDCTC Staff Annual Review – D. Keffer
1/13/23	EDCTC/EDC Coordination Meeting
1/17/23	EDCTC Staff Meeting
1/17/23	GIS Webinar
1/17/23	Phone Call with Caltrans – S. Takhar
1/18/23	SACOG Discussion with W. Thomas
1/18/23	Discussion with SACOG & PCTPA – J. Corless and M. Click
1/19/23	SHSP Steering Committee/
1/19/23	SACOG Board of Directors Meeting
1/19/23	SR 49 Confluence Meeting with Supervisor Parlin
1/20/23	RCTF Meeting
1/23/23	EDCTC Staff Meeting
1/23/23	EDCTC TAC Meeting
1/23/23	Meeting with SACOG
1/24/23	IIJA Implementation Working Group

1/24/23 RTPA Meeting
1/24/23 SR 49 Confluence Check-in with DKS – J. Damkowitz
1/25-26/23 California Transportation Commission Meeting
1/25/23 Reception to Honor California Transportation Commission
1/26/23 Agenda Review with Councilmember J. Clerici
1/26/23 Meeting with Resource Conservation District - M. Egbert
1/26/23 Annual Women's Transportation Seminar Awards Dinner for Trip to Green
1/27/23 SACOG Mega Region Working Group
1/27/23 CALCOG Board of Directors Update Briefing
1/30/23 Diamonds Springs/EI Dorado Traffic Circulation Discussion with EDC
1/30/23 Agenda Review with Vice Mayor Neau
1/30/23 SR 49 Confluence Discussion with Supervisor Parlin
1/31/23 EDCTC Staff Meeting
1/31/23 Greater Placerville Evacuation Project Coordination Meeting with EDC and the
Resource Conservation District – K. Pimlott and M. Egbert
1/31/23 EDCTC OWP Budget Overview Workshop
2/1/23 Agenda Review with Mayor Saragosa
2/1/23 Agenda Review with Supervisor Turnboo
2/2/23 SACOG Transportation Meeting
2/2/23 SACOG Land Use & Natural Resources