

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** MARCH 3, 2022  
**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**

#### **State Route 49 American River Confluence Study**

EDCTC was awarded \$175,000 in State Highway Account grant funding for the SR 49 Confluence Study ("Study"). On September 2, 2021, EDCTC awarded the contract to DKS and Associates after completing an extensive procurement process. EDCTC staff, DKS, and Caltrans held the grant kickoff meeting on October 22. The initial work on this effort has begun including user analysis and data collection along SR 49. The consultant team has completed on-site data collection and assessments. The project website has launched and can be found here: <https://www.americanriverat49.com/>. The website includes an interactive public engagement tool called Social Pinpoint which allows visitors and residents alike to provide geographic coded input on a mapping interface. Stakeholder and public workshops are planned for March.

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

On June 22, 2021, EDCTC received \$250,000 in Caltrans planning grant funds to complete the Greater Placerville Wildfire Evacuation, Community Safety, and Resiliency Plan ("wildfire plan"). This effort was initiated based on requests from Placerville residents and public agency leaders to address the project area's growing vulnerability to wildfire. The wildfire plan will deliver an evacuation strategy for the Greater Placerville area in El Dorado County. The project area includes the U.S. Highway 50 corridor from Pollock Pines through the City of Placerville and the principal and minor arterials and major and minor collectors in the project area just north and south of U.S. 50. The Notice to Proceed was received from Caltrans on September 22, 2021. On February 2, 2022, EDCTC received proposals from two firms, Energetics and DKS Associates. Following virtual interviews with the two consulting firms on February 10, 2022, the consensus of the interview panel was to recommend award of the consulting contract to DKS Associates. Award of the consulting contract is on the March 3, 2022, EDCTC Board meeting agenda.

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

EDCTC was awarded \$185,040 in Strategic Partnerships Transportation Planning grant funding for the US 50 Corridor Plan, now known as "The 50 Fix: Trip the Green Light" project. The project team has developed maps, a narrative, and a detailed traffic management plan outlining turning movements, barriers, detours, and signage. EDCTC and the City of Placerville have collaborated with AIM Consulting to develop a slogan, logo, website narrative, and video script. Due to the Caldor Fire, the "Trip the Green Light" project has been rescheduled to fall of 2022, to allow travel and traffic patterns to return to normal and to ensure useful outcomes from the Proof of Concept. The project team is finalizing the Access Control Action Plan and discussing next steps to determine the weekends and timeframes for which the US 50 signals in Placerville will be tripped to green in fall of 2022. The project team is also working on data collection for the System User Analysis and preparing preliminary information for the Investment Strategy.

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

### FEDERAL TRANSPORTATION FUNDING

EDCTC is working with the City and County to identify high priority regionally significant projects to program remaining balances of Federal Congestion Mitigation and Air Quality and Surface Transportation Block Grant Program funding. Programming consideration will be presented to the EDCTC in April or May of 2022. These Federal funds are not subject to the FHWA corrective action placed on Caltrans and therefore will be programmed consistent with past practices of EDCTC. Future programming of these funds will be subject to any changes to Federal programming policy.

### ACTIVE TRANSPORTATION

EDCTC is supporting El Dorado County and City of Placerville with active transportation project grant applications and project development for the Cycle 6 Active Transportation Program statewide competitive grant program. EDCTC staff is also assisting the County and City with the adoption of the Active Transportation Plans approved by the EDCTC in 2020. EDCTC has taken over responsibility for the deployment and data collection from the bicycle and pedestrian trip counters located on multi-use trails across the west slope.

## **EL DORADO TRANSIT AUTHORITY**

### TRANSIT SERVICE

El Dorado Transit continues to experience ridership deficits compared to pre-pandemic levels, but ridership has leveled out or started to increase on some services. Systemwide passenger trips in January 2022 were up 39.0% compared to the previous year.

The County's Adult Day Services program remains closed and the Mother Lode Rehabilitation Enterprises (M.O.R.E.) program is continuing to significantly limit in-person attendance. Although still down from pre-pandemic ridership numbers, day-to-day ridership on the Dial-A-Ride service was up 30.1% in January 2022 compared to the previous year and ADA Paratransit demand jumped 68.3% in January 2022. Local Fixed Route ridership was up 18.6% in January 2022. Notably, Sacramento Commuter service ridership increased by 199.8% in January 2022 compared to January 2021. The new Sacramento/Tahoe Connector route carried 710 passengers in January 2022, an average of approximately twenty-three passengers per day.

## **SACOG**

### REGIONAL PARTNERSHIP EFFORTS

EDCTC has worked with SACOG to utilize the Replica Transportation Modeling platform to inform the US 50 Corridor Plan. This dataset provides detailed origin and destination datapoints as well as regional travel patterns across the SACOG region. Staff has also been involved in the SACOG led Region Parks and Trails Strategic Development Plan. SACOG has initiated the update of the next Metropolitan Transportation Plan/Sustainable Communities Strategy and EDCTC is heavily involved in this effort. EDCTC is also working with SACOG on a performance measurement-based Project Evaluation Process working group. Over the next few weeks, EDCTC will be working with SACOG to help prepare guidelines for Cycle 6 of the Regional Active Transportation Program.

## **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 other Friday to closely monitor progress, identify challenges, and brainstorm solutions. EDCTC staff is also coordinating with Caltrans on the California Active Transportation Plan to ensure US 50, SR 49, and SR 193 are included. Staff has also been involved in the development of a Caltrans SHOPP project to widen the shoulders along SR 49

between Patterson Drive and Missouri Flat Road. Caltrans is also considering an ATP Cycle 6 application to install sidewalks and bike lanes along this segment of SR 49 between Patterson Drive and Koki Lane.

## **STATE TRANSPORTATION LEGISLATION AND FUNDING**

### **State Transportation Funding**

On January 10, 2022, Governor Newsom released the FY 2022/23 budget proposal totaling \$286.4 billion, which is a nine percent increase from the last year. The State has experienced significant growth in tax revenues, much higher than anticipated, and now has a discretionary surplus projected to reach \$31 billion after billions more are programmed to schools, pension liabilities, and other reserves. This budget proposal serves as the starting point as negotiations will continue through May when the final budget is approved.

The Governor's 2022/23 budget includes nearly \$22 billion for transportation both through the general fund and selected bond funds. This accounts for 7.6% of the overall budget proposal. The transportation investments outlined in the budget proposal aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI), released in July 2021, which details how the state proposes to invest billions of dollars to combat and adapt to climate change while supporting public health, safety, and equity. Within the CAPTI framework the budget specifically addresses the following seven focus areas called out directly in the proposed budget summary:

- Reduce millions of metric tons of carbon dioxide from the environment.
- Advance projects statewide to improve rail and transit connectivity between state and local/regional services—including advancement of the nation's first truly high-speed rail project.
- Enhance safety and access for bicyclists and pedestrians and target critical highway/rail grade separations and grade crossing improvements on key corridors throughout the state to reduce fatalities and injuries on the transportation system.
- Support climate resiliency and reduce risks from climate impacts.
- Remove barriers and connect disadvantaged communities, increasing access to opportunity.
- Deliver transportation projects that support the development of compact or infill housing to help California meet its housing goals.
- Move the state away from fossil fuel-based technologies and toward cleaner transportation technologies, including zero-emission vehicles and clean infrastructure.

To address the high cost of fuel in California, the Governor's budget does include a proposal to forego the annual inflation adjustment to the per gallon fuel excise tax which was put in place through the passage of SB 1 in 2017. This inflation adjustment is scheduled to occur on July 1 of each year. This stay of the inflation adjustment would save Californian's an average of about 3 cents per gallon of fuel. With an average fuel economy of modern vehicles at 25.4 miles-per-gallon, and the average Californian driving 12,500 miles per year, resulting in a consumption rate of 492 gallons per person per year which equates to an annual savings of \$14.76 per driver. That said, rural residents typically drive far more miles, drive vehicles with lesser fuel efficiency, and consume more gasoline, as well as higher priced diesel, per year than the average Californian. The revenue lost to the state is estimated to be about \$523 million in 2022/23 based on the estimated 5.6% inflation rate. The administration is considering backfilling this loss in revenue for local jurisdictions, Cities and Counties, with revenue from the State Highway Account.

More detail on the Governor's 2022-23 Budget can be found here:

<https://www.ebudget.ca.gov/FullBudgetSummary.pdf>

## State Transportation Legislation

Some of the bills EDCTC staff is tracking include:

**AB 1154 (Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.** Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

**AB 1445 (Levine D) Planning and zoning: regional housing need allocation: climate change impacts.** Would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

**AB 1909 (Friedman D) Vehicles: bicycle omnibus bill.** Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would remove the authority of a local jurisdiction to prohibit class 1 and class 2 electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill contains other related provisions and other existing laws.

**AB 2075 (Ting D) Energy: electric vehicle charging standards.** Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, among other things, lighting, insulation, climate control system, and other building design and construction standards, energy and water conservation design standards, and appliance efficiency standards to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy and to manage energy loads to help maintain electrical grid reliability, as specified. This bill would require the commission to additionally adopt, by regulation, electric vehicle charging standards to be incorporated into other building design and construction standards, as specified.

**AB 2237 (Friedman D) Regional transportation plan: Active Transportation Program.** Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report.

**AB 2344 (Friedman D) Wildlife connectivity: transportation projects.** Would require the Department of Fish and Wildlife to investigate, study, and identify those areas in the state that are essential to wildlife movement and habitat connectivity and that are threatened by

specified factors. The bill would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024, and to update the plan at least once every 5 years thereafter. The bill would require the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas, as defined.

**AB 2438 (Friedman D) Transportation projects: alignment with state plans.** Would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.

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

On November 15, 2021, President Biden signed into law a \$1.1 trillion infrastructure bill known as the Infrastructure Investment and Jobs Act (IIJA), enacting the 2,701-page bill into law following bipartisan votes in both the U.S. House of Representatives in November and Senate in August. The IIJA replaces and nearly doubles the investment made by the FAST Act which was the last five-year surface transportation bill passed in 2017, expired in 2020, and was extended for one year. The IIJA also included a new five-year surface transportation reauthorization giving the Highway Trust Fund contract authority for highways, roads, and bridges for FY 2022 through FY 2026. The IIJA provides \$973 billion over five years beginning in 2022. This includes \$552 billion in new investments for infrastructure related to transportation, water, power and energy, remediation, public lands, broadband, and resilience. Nearly all of the existing transportation funding programs received significant increases. For example, these existing programs received the following increases in funding:

- Surface Transportation Block Grant (STBG) – 32%
- Congestion Mitigation and Air Quality (CMAQ) – 10%
- Transportation Alternatives Program (ATP in California) – 76%
- Transit State of Good Repair – 70%
- Low-No Emission Buses – 525%

While these increases are significant, the biggest change in this transportation bill is the increase in discretionary grant program funding, increased by 400%. There are twelve new competitive transportation funding programs included in this new investment plan with a focus on climate and equity, electrification, greenhouse gas reduction, and resilience. Discretionary programs span a wide array of focus areas. Some of those that are more applicable to the needs of the EDCTC region are listed below and include the amounts available under the IIJA nationwide.

- BUILD/RAISE Grants - \$7.5 billion
- Bridge Grant Program - \$12.5 billion
- Rural Grant Program - \$2 billion (for high-cost rural projects)
- Protect Grant Program “Resiliency” - \$1.4 billion
- Electric Vehicle Charging - \$2.5 billion
- Broadband to States - \$42 billion
- Broadband Middle Mile Grants \$1 billion

California is expected to receive \$40 billion of formula-based transportation funding over the five years of the bill, and billions more through competitive programs. EDCTC and partner agencies will be able to access these transportation funds through the following means.

1. Competitively through federal grants such as RAISE, INFRA, and state grants such as the ATP

2. Suballocations directly to jurisdictions based on population, similar to STBGP
3. Federal formula allocations directly to transit operators and airports

The first rollout of funding is anticipated to be the formula programs which already have mechanisms and guidance in place to distribute funds to the states, cities, and counties. This will likely be followed by existing competitive grant programs, such as the ATP, BUILD/RAISE, and Highway Safety Improvement Programs. Finally, sometime likely later in 2022, the new competitive programs will be rolled out once new guidance is developed.

EDCTC has already started to discuss all of these programs with City, County, and Transit staff to prepare projects to be submitted. While we maintain an ongoing priority project list consistent with the adopted Regional Transportation Plan, it is critical that we revisit those projects as new programs, such as the IIJA, become available. As these programs are rolled out, EDCTC staff will be briefing the Commission on opportunities to apply for and secure transportation funding. One thing to keep in mind is that the IIJA is not a stimulus package but a long-standing surface transportation bill. Therefore, the strategy is to identify a suite of projects that can take advantage of the funding throughout the life of this bill.

#### **EVENTS AND MEETINGS ATTENDED** *(since the last Commission meeting February 3, 2022)*

2/4/22	IIJA – Fix it First Kick Off Meeting
2/4/22	CMAQ Call for Projects Meeting
2/7/22	EDCTC Staff Meeting
2/7/22	SACOG Policy & Innovation Meeting
2/7/22	SACOG Strategic Planning Meeting
2/7/22	Meeting with Tim McClintock Staff – K. Pruet
2/8/22	California Freight Advisory Committee Meeting Part 1
2/8/22	SR 49 Confluence Study Check-In with DKS – J. Damkowitz
2/9/22	California Freight Advisory Committee Meeting Part 2
2/9/22	SACOG/PCTPA/EDCTC Meeting
2/9/22	Exploration of Supporting Land Use Projects as VMT Mitigation Meeting
2/10/22	Camino Weekly Update - Caltrans
2/10/22	Camino Weekly Update - Caltrans
2/10/22	SHSP Steering Committee Meeting
2/11/22	Camino Safety Status Meeting - Caltrans
2/14/22	EDCTC Staff Meeting
2/14/22	CMAQ Meeting with El Dorado County and City of Placerville
2/15/22	Active Transportation Plan Meeting with El Dorado County
2/15/22	State Roadway and Pricing Workgroup Meeting
2/15/22	Phone Call with Caltrans – S. Takhar
2/16/22	CalSTA IIJA Transportation Implementation Working Group Meeting
2/16/22	Suballocation of Federal Funds Meeting with SACOG
2/17/22	Camino Weekly Update - Caltrans
2/17/22	SACOG Board Meeting
2/18/22	IIJA – Fix it First Team Meeting
2/18/22	STBGP Programming Meeting with El Dorado County and City of Placerville
2/18/22	Meeting with Sloan Sakai
2/22/22	EDCTC Staff Meeting
2/22/22	SACOG/PCTPA/EDCTC Coordination Meeting
2/22/22	TAC Meeting
2/23/22	ATP Workshop
2/23/22	Streetlight Data Presentation

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2/24/22	SHSP Steering Committee Meeting
2/24/22	Camino Weekly Update - Caltrans
2/24/22	IIJA Subworking Group – State/Local Funding Splits Across Federal Formula Programs Kick Off Meeting
2/25/22	Road User Charge Working Group Meeting
2/25/22	SACOG – Race, Equity & Inclusions Working Group Meeting
2/25/22	Camino Safety Status Meeting – Caltrans
2/28/22	EDCTC Staff Meeting
2/28/22	Agenda Review with Supervisor Hidahl
3/1/22	EDCTC/EDC Coordination Meeting
3/1/22	Sustainable Transportation Solutions for Rural Communities Planning Meeting
3/1/22	FHWA Corrective Action Update – B. Higgins
3/2/22	Agenda Review with Mayor Taylor
3/2/22	Agenda Review with Supervisor Turnboo
3/3/22	Camino Weekly Update - Caltrans
3/3/22	SACOG Meeting