

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** OCTOBER 3, 2024  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT

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

### **TRANSPORTATION PLANNING**

#### **Regional Transportation Plan**

EDCTC staff continued work on the Policy and Action Elements of the Regional Transportation Plan. Staff has been working to finalize the streets, highways, and roadways transportation project list in coordination with El Dorado County, City of Placerville, and SACOG staff. With the project list now finalized EDCTC staff can transmit that to the Environmental Consultant to start work on the Environmental Impact Report. Three Regional Transportation Plan Advisory Committee meetings have been held thus far in January, April, and in July, 2024. The next phase of RTP outreach will be done in coordination with the Next Generation Transportation Investments Strategy "SharePoint" interactive mapping effort.

#### **Next Generation Transportation Investments Strategy**

EDCTC was awarded \$217,124 in sustainable transportation planning grant funding for the preparation of a "Next Generation Transportation Investments Strategy," to provide data, analytics, and information to support transportation investments across the west slope of El Dorado County. The consultant team prepared and launched a public outreach strategy and comprehensive transportation survey. The consultant is continuing work on draft information through their "TrendLab" tool which demonstrates key trends related to transportation including telecommuting, car ownership, transit usage, social and recreational travel, electric vehicle adoption, active transportation, demographics, and general preferences for transportation. Project mapping is well underway with street and roadways projects already completed and Active Transportation project mapping ongoing. In the coming months, the project will launch the next round of public input by making "SharePoint" maps available for public review and comment.

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

On September 6, 2023 EDCTC applied for Rural Planning Assistance grant funding to support the US 50 Camino Signage and Wayfinding Access Mitigation Plan. On October 2, 2023 EDCTC received an award letter securing \$85,000 in Rural Planning Assistance grant funding. This plan will identify locations and a theme for signage and wayfinding infrastructure to help mitigate loss of access across US 50 from the recent US 50 Camino Safety Project. EDCTC awarded a contract to Merje/GreenDot at the February EDCTC meeting. The second and third stakeholder advisory committee meetings were held in June and July to review the conceptual signage and wayfinding plans. Based on input received, the consultant developed new signage design concepts that were presented to and supported by the advisory committee on September 12. The draft plan will be presented to the EDCTC in November.

#### **State Active Transportation Program**

The Call for Projects for ATP Cycle 7 was released in late March 2024, and applications were due June 17, 2024. EDCTC supported El Dorado County Transportation staff in the development of two applications. One for the Ponderosa Road Bicycle and Pedestrian Improvements project, the other for the Henningson Park/Lotus Road Multi-Use Trail project. There has been a statewide reduction in available ATP funds which has significantly reduced the amount of funding being made available through the SACOG Regional Funding round. EDCTC supported El Dorado County's efforts to

prepare a revised application for the Ponderosa Road Bicycle and Pedestrian Improvements project for the SACOG Regional Funding Round which was due on September 30.

## **PARTNER AGENCY COORDINATION**

### **EI Dorado Transit Authority**

For the month of August 2024, ridership on local fixed routes and commuter routes continued to trend up while Demand Response had a slight decrease in ridership. Overall fiscal year-to-date ridership was up 29% compared to the previous fiscal year. In August 2024, systemwide monthly passenger trips increased 21.7% compared to August 2023, Demand Response ridership increased 3.3%, Local Fixed Route ridership increased 14.1%, and Commuter ridership increased 72.4%. For the second month in a row Commuter ridership increased over 70% compared to the same month in the previous year. EI Dorado Transit continues to monitor commuter ridership trends as the Governor required state workers to return to the office. The Sacramento /Tahoe Connector service increased 14.3% in August 2024 compared to August 2023.

### **EI Dorado County**

EDCTC is monitoring County project allocation requests, bid awards, and planning activities for EDCTC related projects. EDCTC staff is also monitoring development activity, providing comment letters, and attending County planning TAC meetings when warranted. EDCTC regularly works with EI Dorado County staff to amend the SACOG MTIP for EI Dorado County DOT projects.

### **Wildlife Crossing Pilot Program**

The Federal Highway Administration (FHWA) is providing Wildlife Crossing Pilot Program (WCPP) discretionary grants to reduce wildlife vehicle collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species. EDCTC worked with a dedicated member of the public, Lisa Morgan, and staff from En2 Resources to prepare and submit a Wildlife Crossing Program Grant Application before the September 4 deadline. The application requested \$1,700,000 in federal funding to investigate and identify the highest priority locations for improvements for reducing WVC's along the US 50 Corridor within the project area. The project area spans from EI Dorado Hills to the existing wildlife undercrossing just west of Placerville. The project will complete environmental permitting and engineering design for at least one new wildlife under-crossing (box culvert), and improvements to existing culverts and vehicle under-crossings between 5 and 7 highway-miles of new barrier fencing to mitigate the high incidence rate of WVCs. US 50 between the Sacramento region and South Lake Tahoe is one of the top designated "hotspots" in the State of California for WVCs and mortality. Grant award announcements are anticipated early in 2025.

### **City of Placerville**

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

At the December 2023 California Transportation Commission (CTC) meeting, the City of Placerville and EDCTC were awarded Climate Adaptation Program funding for the US 50 Trip to Green Congestion Management and Resiliency Strategy. The \$3,750,000 will support the completion of the Environmental Approvals, Engineering Design and Right-of-Way to install the necessary infrastructure to conduct Trip to Green on an as-needed basis. An allocation request for \$800,000 in funding for the PA/ED phase was approved by the CTC at their August 2024 meeting. The City of Placerville released an RFP for consulting services for Environmental Documentation and Preliminary Engineering. One proposal was received and EDCTC is supporting the City in proposal review and consultant selection in partnership with Caltrans.

### **SACOG**

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

EDCTC is working with SACOG, EI Dorado County, and the City of Placerville on the next update of

the MTP/SCS (2025 Blueprint). EDCTC has worked with SACOG, the City of Placerville and El Dorado County DOT to update projects in the MTIP and complete work on a comprehensive project list for the MTP and EDCTC RTP. EDCTC is also participating in the SACOG planning processes for the Mobility Zones Study and the US 50 Comprehensive Multimodal Corridor Plan. EDCTC staff is also coordinating with SACOG on the Regional Trails Implementation Plan.

## **EDCTC PROJECT OVERSIGHT AND ADMINISTRATION**

### **Partner Agency Project Delivery**

EDCTC is responsible for oversight of project delivery regarding transportation funding programmed through approval of the Commission. One aspect of this oversight is ensuring that project invoicing is submitted consistent with the funding requirements for various state and federal funding sources administered by Caltrans. Caltrans Local Assistance requires local jurisdictions to invoice on a regular basis to ensure timely use of funds and retain all funds programmed to a given project. Caltrans monitors project delivery closely and maintains a published list of those projects which have not been invoiced within the last 6 months or more, known as the "Inactive List". This list is published on the Caltrans website for local agencies such as EDCTC to monitor and work with local cities and counties to ensure invoices are submitted in a timely manner. Ultimately, if an agency does not submit an invoice within 11 months and does not provide justification as to why, the obligated funds could be removed from the project and programmed elsewhere.

Neither the City of Placerville nor El Dorado County have any projects on the inactive list this month.

## **STATE TRANSPORTATION POLICY, FUNDING, and LEGISLATION**

### **Transportation Policy**

#### **Caltrans System Investments Strategy**

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

### **Funding**

#### **State Budget 2024/25**

California's state budget is facing a significant shortfall. Regarding transportation funding and investments, the budget includes several key updates and funding allocations. The budget emphasizes a combination of general fund adjustments, new funding sources, and federal grants to support various State driven transportation initiatives.

1. **Budget Adjustments:** Governor Newsom has proposed reducing General Fund spending on transportation programs by \$4.3 billion over the 2024-25 period. However, about \$3.3 billion of these funds are expected to be restored in future years, resulting in a net savings of \$1.1

billion. Key strategies include cash flow adjustments, delaying certain fund allocations, shifting expenditures to other funds, and reducing spending on specific programs.

2. **Local Transportation Funding:** The budget includes \$5.1 billion for public transportation agencies to address operational deficits. This funding aims to prevent a transit fiscal cliff, support infrastructure projects, and enhance public transit systems across the state.
3. **Active Transportation Program:** Although the Active Transportation Program saw a significant cut in the Governor's May revision, the final budget restores \$100 million for the 2024-25 fiscal year, with another \$100 million promised for 2025/26.
4. **Federal and State Collaboration:** California continues to leverage federal funds, including grants from the Bipartisan Infrastructure Law (IIJA), to support major transportation projects. Notable investments include \$450 million for zero-emission infrastructure at ports and \$3.3 billion in federal grants for the high-speed rail project, neither of which support the needs of those jurisdictions in El Dorado County or the City of Placerville.

Efforts highlighted and included in the current budget reflect the Governor's commitment to combating climate change through transportation investments including enhancing public transportation, promoting sustainability, and ensuring equitable access to transportation options across the state.

## Legislation

The California Legislature began their final recess for the year. They will reconvene after the November elections on December 2, 2024. August 31, 2024, was the last day for each house to pass bills. Some of the relevant bills that Governor Newsom is now considering for signature or veto include the following.

### **AB 1777 – Ting (D): Autonomous Vehicles.**

Would, commencing July 1, 2026, require manufacturers of autonomous vehicles that operate without a human operator physically present in the vehicle, except as provided to comply with certain requirements, including, among other things, to maintain a dedicated emergency response telephone line that is available for emergency response officials, as defined, and to equip each autonomous vehicle with a 2-way voice communication device that enables emergency response officials that are near the vehicle to communicate effectively with a remote human operator, as specified. The bill would, commencing July 1, 2026, authorize an emergency response official to issue an emergency geofencing message, as defined, to a manufacturer and would require a manufacturer to direct its fleet to leave or avoid the area identified within 2 minutes of receiving an emergency geofencing message, as specified.

### **AB 1924 – Nguyen-Stephanie (D): Sacramento Regional Transit District.**

The Sacramento Regional Transit District Act provides for the formation of the Sacramento Regional Transit District, with specified powers and duties related to providing public transit services. The act authorizes the district to comprise the Cities of Citrus Heights, Davis, Elk Grove, Folsom, Rancho Cordova, Roseville, Sacramento, West Sacramento, and Woodland, the territory of the County of Sacramento that is the same area as the urban service area of the county, and other specified portions of the County of Yolo, provided those cities and counties have agreed to annexation by the district, as specified. This bill would authorize the district to also comprise the Cities of Galt and Isleton, and the unincorporated portions of the County of Sacramento where the county has declared a need for the district to operate, provided the cities and county agree to annexation, as specified.

### **AB 2678 – Wallis (R): Vehicles: high-occupancy vehicle lanes.**

Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current federal law authorizes, until September 30, 2025, a state to allow specified alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for HOVs. Current state law authorizes the Department of Motor Vehicles to issue decals or other identifiers to qualified vehicles, as specified. Current state law allows a vehicle displaying a valid decal or identifier issued pursuant to these provisions to be operated in a lane designated for the exclusive use of HOVs regardless of the occupancy of the vehicle. These existing state laws, by

operation of their provisions, become inoperative on the date the federal authorization expires. Current state law also repeals these provisions on September 30, 2025. This bill would extend the repeal date of these provisions until January 1, 2027.

**SB 936 – Seyarto (R): Department of Transportation: study: state highway system: road safety**  
Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system about vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2026.

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

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

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

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

#### **EVENTS AND MEETINGS ATTENDED** *(since the last Commission meeting September 5, 2024)*

9/6/24	County Sign Specifications Discussion
9/7/24	SACOG Policy and Innovation Meeting
9/9/24	SACOG Board Meeting in El Dorado County Prep Meeting
9/11/24	Caltrans District 3 Managed lane System Plan Stakeholder Meeting
9/12/24	Camino Wayfinding Schematic Design Preview Presentation
9/12/24	Parks and Trails Plan Rails Discussion – Supervisor Hidahl
9/13/24	Highway 49 Project Discussion
9/16/24	CARTA Meeting
9/17/24	CAPTI Workshop
9/17/24	Caltrans/EDCTC Monthly Coordination Meeting – S. Takhar
9/19/24	SACOG Board Meeting in El Dorado County
9/20/24	RCTF Meeting
9/20/24	SACOG REI Working Group Meeting
9/23/24	EDCTC TAC Meeting
9/25-26/24	CTC Meeting
9/25/24	Trip to Green Schedule Discussion with the City of Placerville – M. McConnell
9/26/24	Next Gen Strategy Discussion with Fehr and Peers
9/27/24	SACOG Mega-Region Working Group
9/30/24	Caltrans District 3 Obligation Plan Meeting
9/30/24	CALCOG Board Meeting
10/2/24	Meeting with the City of Placerville – C. Morris and M. McConnell
10/2/24	Agenda Review with Supervisor Turnboo
10/3/24	SACOG Transportation Meeting
10/3/24	EDCTA Board Meeting
10/3/24	SACOG Land Use and Natural Resources Meeting