

EXECUTIVE DIRECTOR'S REPORT

DATE: AUGUST 1, 2024
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

Regional Transportation Plan

EDCTC is well underway with work on the 2025-2045 Regional Transportation Plan (RTP). EDCTC staff continued work on the Policy and Action Elements of the RTP. Staff have been working to finalize the streets, highways, and roadways transportation project list in coordination with El Dorado County, City of Placerville, and SACOG staff. Three RTP Advisory Committee meetings have been held thus far in January, April, and on July 1, 2024. At the July meeting, the committee was presented with an overview of the outreach summary from the Transportation Investments Strategy Survey, presented with a discussion of transportation trends and impacts in El Dorado County, as well as a presentation of the draft streets, highways, and roadways project list. A kickoff meeting was also held with DeNovo Planning group to start work on the Environmental Impact Report.

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 western slope of El Dorado County. The consultant team prepared and launched a public outreach strategy and comprehensive transportation survey. The survey opened May 17 and closed on June 17. Two pop-up outreach events were held; on June 1, 2024 in Cameron Park and on June 5 in Placerville. When the survey closed it had a total of 466 responses. A draft survey summary was prepared and delivered to EDCTC. Close to 200 write-in comments were also provided, those comments have been categorized by the consultant into a comprehensive matrix. An overview of the survey summary was presented to the RTP advisory committee on July 1, 2024. The consultant also started work on draft information provided using their "TrendLab" tool which demonstrates some 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.

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 continues to work on making changes to the proposed draft scenarios.

PARTNER AGENCY COORDINATION

El Dorado Transit Authority

For the months of May and June 2024, ridership across all three (3) modes of service continued to trend up. Overall fiscal year-to-date ridership was up 22.3%. In May 2024, systemwide monthly passenger trips increased 26.6% compared to May 2023, Demand Response ridership increased

44.9%, Local Fixed Route ridership increased 24.8%, and Commuter ridership increased 17.2%. In June 2024, systemwide monthly passenger trips increased 14.3% compared to June 2023, Demand Response ridership increased 40.1%, Local Fixed Route ridership increased 3.6%, and Commuter ridership increased 26.1%. Commuter ridership continues to trend up due to requirements that state workers return to work in the office more often and commuter ridership is expected to continue to increase as more state workers return to the office. The Sacramento/Tahoe Connector service increased 1.5% in May 2024 compared to May 2023 and increased 3.2% in June 2024 compared to June 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.

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. EDCTC and the City of Placerville were able to reach an agreement with Caltrans to recognize the recently completed US 50 Corridor Action Plan as a Project Initiation Document for the Trip to Green Project. The partnership will allow the City to move forward with the Project Approval and Environmental Document (PA/ED) phase without additional costs for preliminary scoping documents. An allocation request for the PA/ED phase has been submitted to the CTC and will be considered for approval at their August 2024 meeting.

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

The EI Dorado County Resource Conservation District (RCD) invited EDCTC to participate as a key member of the Technical Advisory Committee (TAC) for the RCD's City of Placerville Community Wildfire Resiliency Strategy project. The project will address wildfire risks and seeks to develop, prioritize, and implement wildfire mitigation projects that achieve community wildfire resiliency in and around the city.

The RCD is building off EDCTC's Greater Placerville Wildfire Evacuation Preparedness Study by:

- Using the same project area and project area map EDCTC's study used.
- Utilizing EDCTC's Existing Conditions Report for the location of vulnerable communities and vulnerable infrastructure in the project area.
- Building off and continuing agency collaboration and community outreach.

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 EI Dorado County DOT to update projects in the MTIP and started 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 Comprehensive Multimodal Corridor Plan. EDCTC staff also reviewed proposals and sat on the consultant selection committee for the Regional Trails Implementation Plan.

EDCTC staff is serving on the SACOG Staff Member Funding Round Working Group. Director Deloria was appointed as the Chair of this six-county funding working group. Chair Thomas was appointed as Chair of the SACOG Board Member Funding Round 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. The SACOG Staff Member Funding Round Working Group will meet next on August 8, chaired by Director Deloria.

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.

The City of Placerville has one project on the inactive list, but no unexpended balance is at risk. El Dorado County has six projects on the inactive list as of July 31, 2024. None of these projects has reached the 11-month mark and thus not at immediate risk. EDCTC is working with El Dorado County to provide any support to submit invoices as soon as possible. The complete list of projects is detailed below.

4th Quarter Inactive Projects					
Agency	Project Name	Agency Action Required	Number of Months	Unexpended Balance	Activity
City of Placerville	Broadway from Blairs Ln. to Point View Dr. - Widen Shoulders to add Class II Bike Lanes	Project is inactive. Funds at risk. Invoice immediately.	37	\$0.00	
El Dorado County	Green Valley Road at Tennessee Creek - Bridge Construction	Invoice returned to agency. Contact DPAAE. 07/22/2024	9	\$11,195.17	Invoice was submitted in June to Caltrans for the remaining expenses. It was deemed that funds lapsed in the prior month and the invoice was returned. This issue was not communicated to us until 7/23/24 so we are working on resolving it currently. The Project Manager is submitting a BAR (Budget Authority Replenishment) Questionnaire and expect to have it fully closed out by the end of August.
El Dorado County	El Dorado Hills Boulevard Overlay - Intersections from Saratoga Way/Park Drive to Brittany Place Road Rehabilitation, ADA Ramp Improvements, Bike Lanes, and Bike and Pedestrian Detection.	Project is inactive. Funds at risk. Invoice immediately.	8	\$30,941.17	Caltrans requires all projects to keep \$40,000 in funding remaining due to State Withheld Retention. The only time when we can dip into that \$40,000 is when a project is on the inactive list and we can bill it for \$1,000 to make it active again. Since that has occurred as of this Inactive List, we have now completed a new billing for it. It will be billed by the first week of August.
El Dorado County	On Missouri Flat Road, 0.9 Miles Southeast of US50 - Construct a Multi use Bicycle/Pedestrian Overcrossing	Project is inactive. Funds at risk. Invoice immediately.	8	\$2,954,370.00	Invoicing was delayed due to a lack of Caltrans funding being available. We recently received Construction funding which made it possible to bill the project again. An invoice is fully prepared and awaiting internal processing so it can be sent. We project this to be sent by the first week of August.
El Dorado County	Apache Avenue from US 50 to the Lake Tahoe Environmental Science Magnet School at East San Bernadino Avenue - Active Transportation Improvements along Apache Avenue from US 50/SR49 Intersection to the Lake Tahoe Magnet School to provide a safe walkable and bikeable roadway.	Project is inactive. Funds at risk. Invoice immediately.	6	\$2,197,296.92	This invoice was delayed as we waited until we passed FYE to bill it due to it also needing a match completed for it. An invoice is fully prepared and awaiting internal processing so it can be sent. We project this to be sent by the first week of August.
El Dorado County	Lotus Road between Henningsen Park and Intersection of Lotus Road and SR-49 - Installation of Class I Bike Lane, Boardwalk Structure, Sidewalks, and other Improvements as follows: Connect SR-49 Improvements to Henningsen/Lotus Park by way of a new Class I Trail, approximately 2,300 linear feet of new Class I Multiuse Trail, approximately 1,025 linear feet of elevated boardwalk, 1,800 linear feet of guardrail, and improvements to existing pullouts along Lotus Road.	Project is inactive. Funds at risk. Invoice immediately.	7	\$519,580.16	There was a delay in billing due to a lack of expenses that had occurred in the prior six months. Due to us now having the project on the inactive list and it being FYE, we have now prepared an invoice. An invoice is fully prepared and awaiting internal processing so it can be sent. We project this to be sent by the first week of August.
El Dorado County	In Cameron Park along segments of Parkdale Lane, Gateway Drive, Cambridge Road, La Canada Drive, and Cameron Park Drive - Improve the Pedestrian and Bike facilities in the community of Cameron Park with the construction of Class II bike lanes, Class III bike routes, sidewalks and other improvements as follows: Addition of approximately 2,310 linear feet of new sidewalks, installation of 0.57 miles of Class II bike lanes and Class III bike routes, two new crosswalks, four new solar powered flashing beacons, new and/or upgraded curbs, ramps, and gutters.	Project is inactive. Funds at risk. Invoice immediately.	7	\$412,000.28	There was a delay in billing due to a lack of expenses that had occurred in the prior six months. Due to us now having the project on the inactive list and it being FYE, we have now prepared an invoice. An invoice is fully prepared and awaiting internal processing so it can be sent. We project this to be sent by the first week of August.

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 is 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 2022-25 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 recessed for the summer beginning on July 3 and will reconvene on August 5, 2024. July 3, 2024, was the last day policy committees could meet and report bills before summer recess. Some of the bills that EDCTC is tracking include the following.

AB 6 – Friedman (D): Transportation Planning : Solutions for Congested Corridors Program.

Current law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization, 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.

Status: Failed deadline 7/2/2024

AB 1819 - Waldron (R): Enhanced Infrastructure Financing Districts: Public Capital Facilities: wildfires

Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the district's governing board to issue, by majority vote, bonds, as specified. This bill would additionally authorize an enhanced infrastructure financing district that is at least partially in high or very high fire hazard severity zones designated by the State Fire Marshal, as specified, to finance heavy equipment to be used for vegetation clearance and firebreaks, undergrounding of local publicly owned electric utilities, as defined, against wildfires, and equipment used for fire watch, prevention, and fighting.

Status: 6/27/2024-Read second time and amended. Ordered to third reading.

AB 2086 – Schiavo (D): Transportation Funding: California Transportation Plan.

Current law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. Current law requires the department to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter. This bill would require the California Transportation Plan to also include a financial element that summarizes the full cost of plan implementation, a summary of available revenues through the planning period, and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues, as specified.

Status: Referred to Committee on Appropriations 8/5/2024

AB 3177 – Carrillo, Wendy (D): Mitigation Fee Act: mitigating VMT

Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within a one-half mile of a transit station. Current law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a one-half mile of a transit priority area for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define "transit priority area" as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

Status: Referred to Committee on Appropriations 8/5/2024

SB 936 – Seyarto (R): Office of Planning and Research: road safety projects

Would require Office of Planning and Research (OPR), in coordination with the Department of Transportation, to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions and crash exposure, 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 OPR to post the study on its internet website on or before January 1, 2026.

Status: Referred to Committee on Appropriations 8/5/24

SB 1159 – Dodd (D): CEQA: roadside wildfire risk reduction

The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and are exempt from the requirements of CEQA, commonly known as categorical exemptions. This bill, on or before January 1, 2026, would require the office to evaluate, and the secretary to consider, the inclusion of roadside projects no more than 5 road miles from a municipality or census-designated place that are undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical exemption. The bill would require the office to consider appropriate eligibility criteria for these projects, as specified.

Status: Placed on Suspense File 7/2/2024, set for hearing.

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 June 6, 2024)*

6/7/24	SR 49 Highway Classification Discussion with Caltrans
6/10/24	Quarterly Coordination Meeting – EDC/City of Placerville/EDCTC/Caltrans
6/12/24	Coordinated Rural Opportunity Plan Strategy Meeting with SACOG
6/13/24	El Dorado County Annual Coordination Meeting with Caltrans
6/14/24	Trip to Green Funding Administration Discussion
6/14/24	Tahoe Transit Discussion with EDCTA
6/17/24	CARTA Technical Advisory Meeting
6/18/24	EDCTC and Caltrans Monthly Coordination Meeting
6/19/24	Discussion with El Dorado County – T. Schmid and SACOG – J. Corless
6/19/24	US 50 Camino Signage and Wayfinding TAC Meeting
6/19/24	Harvest Season Standard Operating Procedures Discussion
6/20/24	SACOG Board Meeting
6/20/24	LTCAP Discussion with the City of Placerville – M. McConnell
6/21/24	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
6/21/24	Next Gen Strategy with Fehr and Peers
6/24/24	CALCOG Board Meeting
6/24/24	Caltrans District 3 Obligation Plan Meeting
6/26-28/24	CTC Meeting
6/26/24	RTPA Group Meeting
7/1/24	RTPAC Meeting
7/1/24	Supervisor Hidahl
7/2/24	Camino Wayfinding and Access Mitigation Project Discussion
7/3/24	Funding Forecast Discussion with EDC
7/5/24	US 50 Road Ecology Discussion
7/11/24	SACOG Meeting in El Dorado County Discussion
7/15/24	Caltrans District 3 Obligation Plan Meeting
7/16/24	EDCTC and Caltrans Monthly Coordination Meeting
7/17/24	ATP Budget Workshop
7/19/24	EDCTC/SACOG Prioritization Discussion
7/19/24	RCTF Meeting
7/29/24	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
7/31/24	Agenda Review with Supervisor Turnboo
8/1/24	SACOG Transportation Meeting
8/1/24	EDCTA Board Meeting