

EXECUTIVE DIRECTOR'S REPORT

DATE: SEPTEMBER 3, 2020
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

2020-2040 El Dorado County Regional Transportation Plan (RTP)

The RTP Policy Element has been posted on the Project web page located online here: <https://www.edctc.org/rtp2040>. The consultant team has submitted the Draft Environmental Impact Report for the RTP to EDCTC. The Draft Action Element was distributed to the RTP Advisory Committee in July and presented to the EDCTC Board in August for approval. The Draft Financial Element and Draft EIR will both be presented to the EDCTC Board in September. The Final RTP and EIR will be presented to the EDCTC Board for approval in November 2020.

US Highway 50 Hot Spot Study

On August 28, 2017 EDCTC and City of Placerville staff met with Caltrans to form a plan to identify and analyze improvements to traffic and circulation along the US 50 corridor through Placerville. This effort was formalized through the Caltrans-led US 50 Corridor Hot Spot Study. EDCTC realized a need to include public engagement, and therefore secured Caltrans grant funding to present alternatives to the public and local partners.

The project team met in July to discuss the four draft alternatives to be carried forward. Fehr and Peers has developed video simulations for the four alternatives, and Caltrans provided planning level cost estimates for each. The draft alternatives and cost estimates are being reviewed by the project team now. AIM consulting will facilitate a virtual stakeholder meeting on September 9, 2020. A virtual public workshop will also be held in the coming weeks to include a recorded video explaining each alternative. This video and related materials will be made available online to solicit public input on the four alternatives. Once the outreach is concluded, AIM consulting will summarize the input received and present this to the EDCTC in November.

COORDINATION, OUTREACH, AND ADVOCACY

EL DORADO COUNTY

El Dorado Hills Business Park Community Transportation Plan

EDCTC worked with Caltrans to secure \$144,000 in State Planning and Research grant funds to support the El Dorado Hills Business Park Community Transportation Plan. The effort is being closely coordinated with El Dorado County and the El Dorado Hills Business Park Association to look at future traffic and circulation in and around the business park. An initial meeting with property and business owners was held on Tuesday, September 10, 2019. A property and business owner survey has been released to garner input from stakeholders. The consultant team has prepared a draft land use and transportation scenario matrix for review by project team members.

EDCTC and project team members have developed strategies for public engagement under the circumstances of the Coronavirus. Public engagement will be conducted in a series of three educational videos followed by an interactive online meeting. These virtual workshops and online videos will be released in October 2020.

CITY OF PLACERVILLE**Western Placerville Interchanges Phase 2.2**

The City of Placerville was granted a 12-month construction allocation extension of Local Partnership Program funds at the June 26-27, 2020 California Transportation Commission meeting. EDCTC staff worked with the City and Caltrans and submitted the funding allocation requests to the CTC for the June meeting. The new project schedule shows the City going out to bid in October of 2020 with the construction contract award in early winter of 2021.

Upper Broadway Bike Lanes Project

On October 18, 2017, the California Transportation Commission awarded \$1,886,000 in 2017 ATP Augmentation – Statewide and Small Urban and Rural Components funding for the Upper Broadway Pedestrian Connection Project that will provide strategically located sidewalks and additional pedestrian improvements and new transit stops on Broadway between Schnell School Road and Point View Drive. Tree clearing work began the week of January 27th and has concluded. Construction began during the last week of February due to the prolonged dry and warm weather. Work continues from Smith Flat Road to the Tijuana Taqueria with periods of complete closure of Upper Broadway in early September for paving.

Broadway Sidewalks Project

The project improves pedestrian safety by constructing new curb, gutter, and sidewalk on four segments of Broadway between the Main Street/Mosquito Road/Broadway intersection and Orchard Lane, where there are currently no pedestrian facilities. The project is funded by Highway Safety Improvement Program (HSIP) funds. The project is progressing through ROW, utility agreements, and final design. The City plans to submit a request for authorization for construction funds in November 2020 with construction beginning in spring 2021.

Main Street/Cedar Ravine/Clay Street Intersection Improvement Project

Due to delay in the schedule, the City has been awarded a second time extension from FHWA for the Highway Bridge Program funds. The City of Placerville is working on finalizing responses to comments received on the Environmental Document. The City anticipates completing CEQA and NEPA in July of 2020. Once the environmental work is done, the City will complete the final design and prepare to release bid documents in 2022 to begin construction in 2023.

Placerville Drive Bicycle and Pedestrian Facilities Project

The project will design bicycle facilities and sidewalks along Placerville Drive from west of the US 50 undercrossing to Green Valley Road and sidewalk on the west side of Green Valley Road from Placerville Drive to Mallard Lane. In June 2016 EDCTC programmed \$1.1 million of CMAQ funds to the project. The consulting contract was awarded to Drake Haglan and Associates at the July 10, 2018 City Council meeting. At the March 7, 2019 meeting, EDCTC programmed \$680,303 in CMAQ to the project PA&ED/PS&E and ROW phases. Environmental and cultural studies will be completed in Fall of 2020.

Placerville Station II

The project is in the gravel lot, adjacent to the existing Placerville Station (Mosquito Park and Ride), north of US 50. In March 2019, EDCTC programmed \$645,000 in CMAQ funds to the project. The Mosquito Phase I utility project needs to finish, then Mosquito Phase II will pave Mosquito Road in September/October, then Placerville Station II will start construction. The City plans to release Placerville Station II for public bidding in early September. The project is scheduled to go to construction in late Fall of 2020.

EL DORADO TRANSIT AUTHORITY**Zero Emission Bus Fleet Conversion Plan**

On October 16, 2019, EDCTC submitted a FY 2020-21 Caltrans Sustainable Transportation Planning grant application for \$180,000 (with \$45,000 of local matching funds) to fund the *El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan*. On June 18, 2020,

EDCTC received a letter from Caltrans confirming award of the \$180,000 planning grant. The California Air Resources Board's (CARB) Innovative Clean Transit Regulation mandates the full conversion of transit bus fleets to zero-emission by 2040. The project will develop a Zero Emission Bus (ZEB) Fleet Conversion Plan for El Dorado Transit to facilitate the 100% conversion of El Dorado Transit's current fleet of internal combustion vehicles to ZEB's by 2040. The project will also prepare El Dorado Transit's required ZEB Rollout Plan for submission to CARB by July 1, 2023. EDCTC received the notice to proceed from Caltrans on August 31, 2020 and plans to release an RFP in September.

CALTRANS

US Highway 50 Camino Safety Project

Caltrans awarded the contract to Security Paving, Inc. in the amount of \$26,932,859 for Phase 1, the full median barrier, wildlife undercrossing, and local roadway undercrossing at Lower Carson Road. Caltrans is working through issues related to utility impacts and anticipates beginning work in September 2020. EDCTC will continue to seek funding to support Phase 2, the partial interchange at Upper Carson Road.

Construction on the mainline of US 50 will begin in six to eight weeks. The contractor is currently working toward the east end of the project, near the undercrossing at Upper Carson Road. They are preparing the temporary access road to Carson Court on the north side of US 50 and working with El Dorado Irrigation District (EID) to relocate waterlines on both sides of US 50. As they are working on the north side EID line, they can start on the new undercrossing at that location. Mainline work for this area will include removing the existing median barrier in preparation of shifting traffic to start the bridge undercrossing construction.

STATE TRANSPORTATION LEGISLATION AND FUNDING

State Transportation Funding

On January 10, 2020 Governor Newsom released a \$222.2 billion budget. In summary, the budget aligns with the Governor's recent Executive Order (N-19-19), which directs state agencies to focus transportation investments on projects and programs which help meet the State's climate goals. Nearly 80% of the proposed budget is focused on state transportation improvements which help meet the climate goals. These investments are focused on reducing vehicle miles travelled through mode-shift, increased transit ridership, housing production near jobs, and other innovative solutions. As Chair of the Rural Counties Task Force (RCTF) Executive Director Deloria has been working with CalSTA and Caltrans to develop investment strategies and an action plan that does not adversely impact project delivery in rural counties.

The May revise, released March 14, reflects a roughly 8% reduction in expenditures totaling \$203.3 billion. The portion of the budget going toward general government agencies took the biggest hit. Some agencies were impacted more than others. For example, the line item for "transportation" shows a 17.3% reduction from FY 2019/2020. California is constitutionally required to enact a balanced budget. Therefore, the May revise proposed the following to make up the shortfall imposed by the COVID 19 economic crisis:

- Cancel \$6.1 billion in program expansions and spending increases
- Redirect \$2.4 billion in extraordinary payments to CalPERS to temporarily offset the state's obligations to CalPERS in 2020-21 and 2021-22.
- Reflects savings increased efficiency in state operations now and into the future.
- Draw down \$16.2 billion in the Budget Stabilization Account (Rainy Day Fund) over three years and allocate the Safety Net Reserve to offset increased costs in health and human services programs over the next two years.
- Withdrawal of \$8.3 billion, including \$7.8 billion from the Rainy Day Fund and \$450 million from the Safety Net Reserve in 2020-21.
- Borrow and transfer \$4.1 billion from special funds.

- Temporarily suspend net operating losses and temporarily limit to \$5 million the amount of credits a taxpayer can use in any given tax year.
- Reflect the Administration's nationwide request of \$1 trillion in flexible federal funds

The full budget summary for the FY 2020-2021 May revise can be found here:

<http://www.ebudget.ca.gov/budget/2020-21MR/#/BudgetSummary>.

Road Repair and Accountability Act (SB 1)

Some of the statewide transportation grant program deadlines have been extended due to the COVID 19 pandemic. However, in an attempt to help restart and sustain the economy, the CTC is continuing with many of the competitive SB 1 transportation funding programs. EDCTC is working closely with City and County staff to develop a list of projects which are "shovel ready" to compete for these funds. EDCTC is working closely with their partners to submit various projects for the competitive SB 1 grant programs.

State Transportation Legislation

On Monday August 31, 2020 around midnight the State Legislature adjourned for the year. Governor Newsom is open to calling a special session should it be warranted. At the close of the legislative session, the focus remained on three issues, Housing, Police Reform, and Racial Justice and Equity, not transportation. However, some of the bills that we have been tracking, and may return in January 2021 when the legislature reconvenes, include the following:

- **AB 2730 – Access and functional needs: Agreement for emergency management and transportation**
 - Would authorize a county, including a city and county, to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county's emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county. The bill would define an "adjacent county" for these purposes as a county within the same or a contiguous mutual aid region or regions, as defined. The bill, if a county, including a city and county, chooses to enter into an agreement under the bill's provisions, would require that the county integrate the agreement into its emergency plan within 90 days of entering into the agreement.
- **SB 45 – Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.**
 - Authorizes General Obligation Bond Law to finance projects for infrastructure related water, flood, and fire protection needs. Requires voter approval.
- **SB 1291 – Federal Statewide Transportation Improvement Program**
 - Current law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the Department of Transportation for incorporation into the Federal Statewide Transportation Improvement Program. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department for 2020.
- **SB 1351 – Transportation planning**
 - Would create the Transportation Improvement Fee Subaccount in the Road Maintenance and Rehabilitation Account and would continuously appropriate the revenues in the subaccount to the Department of Transportation and cities and counties as part of the same appropriation made to those entities from the Road Maintenance and Rehabilitation Account.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

On June 3, 2020, Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR), released text of the *Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act*. The House Transportation Committee passed the bill on July 1, 2020. The bill was received by the Senate on July 20, 2020 and is yet to be scheduled for a hearing. The current surface transportation authorization expires September 30th.

The INVEST in America Act authorizes nearly \$500 billion over five years to address some of the country's most urgent infrastructure needs, including:

- Roadway, bridge, and transit maintenance
- Resilient infrastructure investment
- Designing streets that are safer for all road users, including pedestrians and cyclists
- Putting the U.S. on a path toward zero emissions caused by the transportation sector
- Increasing funding for public transit with tools such as bus-only lanes and priority signaling
- Making investments in Amtrak to create a robust, reliable, and safe rail system
- Improving access to Federal funding to help communities around the country undertake transformative projects that are smarter, safer, and made to last

The INVEST in America Act also accounts for the economic downturn caused by the global pandemic and ensures States, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis. The INVEST in America Act authorizes a sharp increase in funding to continue current programs in the first year of enactment of the Bill (FY 2021) with wider policy implementation occurring in FY 2022. A complete summary of the Bill can be found here: <https://transportation.house.gov/download/2020-invest-in-america-bill-summary>.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting August 6, 2020)*

08/07/20	Hot Spots Check In
08/07/20	RTPA Squad Debrief
08/07/20	ALF TRIAD Lunch
08/10/20	Federal Stimulus Projects
08/11/20	Metro Chamber Transportation Committee
08/11/20	RTPA Meeting
08/12-13/20	CTC Meeting
08/12/20	RTPA Meeting
08/13/20	Echo Summit Bridge Replacement
08/18/20	RTP Discussion – Vice Chair Taylor
08/19/20	Highway 50 Congestion Meeting
08/19/20	Caltrans and EDCTC WebEx
08/20/20	SACOG Meeting
08/20/20	RCTF Meeting
08/20/20	Echo Summit Bridge Replacement
08/24/20	ITSP RCTF Meeting
08/24/20	TAC Meeting
08/25/20	SR 49 Complete Streets Application
08/27/20	Echo Summit Bridge Replacement