

EXECUTIVE DIRECTOR'S REPORT

DATE: JUNE 3, 2021
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

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

EDCTC was awarded \$231,300 in Strategic Partnerships Transportation Planning grant funding for the US 50 Corridor Plan. EDCTC is entered into a Professional Services Agreement with Wood Rodgers to prepare the US 50 Corridor Plan. The US 50 Access Control Proof of Concept Pilot project maps and narrative are nearly complete and will be submitted to Caltrans in early June. The maps and narrative include detailed traffic management outlining turning movements, barriers, detours, and signage. A circulation map has been prepared for the "Trip to Green" proof of concept effort planned to occur in fall of 2021. This Trip to Green effort will allow for the three signals on US 50 in Placerville to remain in the green phase for extended periods for a predetermined timeframe over two weekends, tentatively scheduled for the fourth weekends in September and October 2021.

El Dorado Hills Business Park Community Transportation Study

Funded within Federal Highway Administration State Planning and Research funding, this study is working to address the increasing development interests in the area near the El Dorado/Sacramento County Line and the expanding City of Folsom on the south side of U.S. Highway 50. Three public outreach videos were made available online to educate the public about the purpose and need for the transportation study. El Dorado County Transportation Commission (EDCTC) and the consultant team prepared a summary of the online engagement and Frequently Asked Questions List for distribution to be posted on the project web page. The Draft El Dorado Hills Business Park Community Transportation Study was submitted to EDCTC and County partners in April. EDCTC and the consultant team are currently revising the draft study based on comments submitted by County staff. The Draft study will be presented to the EDCTC Board in fall of 2021.

State Route 49 American River Confluence Recreational Traffic Management Study (Study)

EDCTC received the notice to proceed from Caltrans to begin work on the SR 49 Study. The Study will be a joint effort with Caltrans, El Dorado County, State Parks, and other partners to evaluate traffic management methods promoting safety and operations of SR 49 near the confluence of the North and Middle Forks of the American River. EDCTC has begun developing the request for proposals to solicit interest from transportation planning consultants. Recently, the City of Auburn implemented a pilot transit shuttle service from Auburn to the confluence. Additionally, parking closures on Old Forest Hill Road have recently been implemented to improve safety and access. Therefore, EDCTC staff met with regional and local partners to redefine the scope of work for the SR 49 study. The refined scope of work will be reviewed by the project team before a request for proposals is released in late June.

COORDINATION, OUTREACH, AND ADVOCACY

Metropolitan Transportation Improvement Program (MTIP) Administrative Support

The federally required Transportation Improvement Program (TIP) is known as the Metropolitan Transportation Improvement Program (MTIP) in the Sacramento Region. Managed by SACOG, the

MTIP is a short-term listing of surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant.

EDCTC staff has begun taking on the responsibility of updating the MTIP with County projects for which EDCTC has programmed funding. This is similar to the support EDCTC has provided to the City of Placerville for some time. Taking on this effort will not only aid the County DOT staff but will provide EDCTC with a more involved role in project delivery, further improving oversight and ensuring funds are used appropriately.

Western Placerville Interchanges Phase 2.2

The City of Placerville was granted a 12-month extension of SB-1 Local Partnership Program funds at the June 26-27, 2020 CTC meeting. The project went out to bid on October 15, 2020 with bids opened on November 19, 2020. Doug Veerkamp Engineering was the only bid received. City Council awarded the construction contract to Doug Veerkamp Engineering on January 12, 2021. Paving of the eastbound onramp was completed on May 6th. Completion of the project is anticipated to be fall of 2021. The opening date is yet to be determined pending Caltrans approval of opening the ramp without ramp metering installed and operational. The signal pole is a long-lead item and will not be installed until late summer or fall.

Placerville Station II

The project area is the gravel lot adjacent to the existing Placerville Station (Mosquito Park and Ride) north of U.S. 50. In March 2019, EDCTC programmed \$645,000 in CMAQ funds to the project. The project includes construction of a 50-car parking lot with lighting and landscaping. Additional improvements include bicycle racks and lockers, utility improvements, paving Mosquito Road between the westbound U.S. 50 off-ramp and Clay Street, and realigning the existing El Dorado Trail. The City Council awarded the Construction Management and Inspection Services contract to Coastland Civil Engineering, Inc. at the January 26, 2021 City Council meeting. The project is expected to go out to bid June 2021 and begin construction July 2021.

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 Congestion Mitigation and Air Quality (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 funds to the project development phases. Environmental work will be completed in fall 2021 followed by plans, specifications, and estimates.

Zero Emission Bus (ZEB) Fleet Conversion Plan

In 2019, EDCTC received a FY 2020-2021 Caltrans Sustainable Transportation Planning grant to fund the *El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan*. 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 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. Stantec provided a final existing conditions report on March 19, 2021. The first PDT was held on March 30, 2021, and the first SAC meeting was held on May 20th. On Monday, April 26, a Zoom meeting was held between El Dorado Transit, EDCTC, and Stantec to discuss the approach to utilizing ZEB's to service El Dorado Transit's existing route structure: utilize split blocks, on-route charging, or a combination of both. The next step in the project is to hold a virtual public workshop in late June or early July and to prepare an energy modeling and preferred fleet concept report that includes bus modeling and route simulation to:

- Develop estimates of fuel economies based on vehicle specifications and operational parameters.
- Understand the feasibility of different ZE technologies based on operating profiles and transit agency constraints.
- Help conceptualize potential ZE fleet solutions to transition El Dorado Transit's existing fleet based on their operating conditions and results of the route simulation and bus modeling.

The information generated by the report will be used to develop fleet concept recommendations for El Dorado Transit's ZEB Rollout Plan.

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 just east of Lower Carson Road. Construction on the mainline of US 50 began in late 2020. To mitigate ongoing safety concerns, Caltrans will be directing the contractor to place temporary median barriers, known as K-rail, along the project from Still Meadows to Upper Carson Road. There will be three temporary emergency access openings between Still Meadows Road and Upper Carson through the end of the project which is tentatively scheduled for summer of 2022. This temporary barrier will eliminate left turn movements across US 50 and will potentially require a lane reduction on westbound US 50 to one lane for the remaining construction duration, with the exception of seasonal peak periods such as fall harvest season. Caltrans is still waiting for approval on the lane reduction proposal. The two lanes on eastbound US 50 will remain open but may be temporarily reduced to one lane for the installation of the wildlife crossing. Caltrans is continuing to work with the contractor to expedite project delivery. To inform the local and travelling public, Caltrans is planning a public meeting on June 24, 2021, and a follow up public meeting the following week. Once the date, location, and times are secured, EDCTC staff will disseminate the information through all available outlets. Caltrans is scheduled to meet with Emergency Services on June 9, 2021, to discuss mitigation strategies while the temporary median barrier is in place. The temporary K-rail median barrier is expected to be installed beginning July 7, 2021.

Region Parks and Trails Strategic Development Plan

EDCTC staff is serving as a partner on the development of the SACOG Region Parks and Trails Strategic Development Plan. This plan will integrate active transportation in the six-county Sacramento region, including the existing and planned facilities in El Dorado County. SACOG released a survey to garner input across the region. The survey closed May 3 and results will be presented at a future SACOG meeting.

May is Bike Month

EDCTC supported SACOG's virtual May is Bike Month Kick Off on May 1st. EDCTC Chairperson Kara Taylor and local cyclists Regina Miranda and Allie Harte participated in a live stream promoting bicycling in El Dorado County. On Saturday May 22nd EDCTC held a May is Bike Month Ride to honor late cycling advocates Bill Crim and Bob Smart. Approximately 45 people were in attendance along with City Police, SHIELD volunteers, and staff from Green DOT Transportation who were promoting bike safety.

Transportation Data Resources

EDCTC staff has been working with SACOG staff to utilize Replica Transportation Modeling data, currently under review by SACOG modeling staff. The Replica database is a comprehensive set of "big data" which includes an array of data points related to transportation, land use, and other socio-economic metrics. EDCTC is using this data for the US 50 Corridor Plan and will likely be utilizing this resource for future planning efforts. The dataset compiles data collected across multiple mobile and static collection tools into a very comprehensive yet scalable data resource platform. The data can be queried across geographic, socio-economic, and other attributes to provide specialized and very specific results.

STATE TRANSPORTATION LEGISLATION AND FUNDING

State Transportation Funding

Governor Newsom released the 2021-2022 May revision to the budget on May 17. The revised budget includes over \$11 billion in transportation investments. Specifically, the proposal includes investments to shift further away from fossil fuel-based transportation technologies including the following priority areas:

- Supporting zero emission vehicles and related infrastructure
- Advancing high speed rail and transit statewide
- Complete high priority transportation projects to support the Los Angeles Olympics in 2028
- Accelerate safety projects and key fix-it-first projects including state highways and bridges
- Improve safety and access for bicyclists and pedestrians
- Reduce at least 26 million metric tons of CO2 while creating jobs and improving transportation options for disadvantaged communities.

More detail on the Governor's 2021-2022 May revision can be found here:

<http://www.ebudget.ca.gov/budget/2021-22MR/#/BudgetSummary>.

State Transportation Legislation

The State Legislature fiscal committees last met on May 21 to hear and report to the Floor bills introduced to their house. The legislature will convene again for committee meetings on June 7 followed by the budget bill hearing which must be passed by midnight June 15. Some of the bills that we have been tracking include the following:

- **AB 9 - Fire safety: wildfires: fire adapted communities.**
Would establish the Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving watershed health, forest health, community wildfire preparedness, and fire resilience. The bill would provide block grants to regional entities to identify wildfire risks, foster collaboration, and prioritize and implement projects within the region.
- **AB 14 - Communications: broadband services: California Advanced Services Fund.**
This bill would authorize local educational agencies to report to the department their pupils' estimated needs for computing devices and internet connectivity adequate for at-home learning. The bill would require the department of education, in consultation with the Public Utilities Commission, to compile that information and to annually post that compiled information on the department's internet website.
- **AB 34 – Communications: Broadband for All Act of 2022**
Would declare the intent of the Legislature to enact legislation that would enact the Broadband for All Act of 2022, to become operative only if approved by the voters at the November 8, 2022, statewide general election, to authorize the issuance of state general obligation bonds to fund increased access to broadband services to rural, urban, suburban, and tribal unserved and underserved communities.
- **AB 41 – Broadband Infrastructure**
Current law provides that the Department of Transportation has full possession and control of state highways and associated property. This bill would state the intent of the Legislature to enact future legislation that will improve California's "Dig Once" policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved.

- **AB 43 – Traffic Safety**
Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.
- **AB 106 - Regions Rise Grant Program.**
Would establish the Regions Rise Grant Program within the Governor's Office of Business and Economic Development (GO-Biz) for the purpose of supporting inclusive, cross-jurisdictional, and innovative engagement processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. This bill would require GO-Biz to develop and implement a process for the awarding of competitive grants to eligible applicants within the program. The bill would define an eligible applicant as a regional collective composed of a diverse set of public and private stakeholders who organize themselves around one or more community challenges or priorities impacting a region and meet certain requirements.
- **AB 122 - Vehicles: required stops: bicycles.**
Would require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have stopped at the entrance of the intersection, have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until reasonably safe to proceed.
- **AB 297 - Fire prevention.**
Would continuously appropriate \$480,000,000 and \$20,000,000 to the Department of Forestry and Fire Prevention and the California Conservation Corps, respectively, for fire prevention activities.
- **AB 339 - State and local government: open meetings.**
This bill would require all public meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public.
- **AB 1035 - Transportation: Road Maintenance and Rehabilitation Program: recycled material standards.**
Current law requires the Department of Transportation and cities and counties receiving funds under the program, to the extent possible and cost effective, and where feasible, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. This bill would delete the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible.
- **AB 1037 - Infrastructure construction: digital construction technologies.**
Would require an infrastructure project that receives any state funding to deploy digital construction technologies, as defined, to reduce waste, inefficiency, rework, cost overruns, embodied carbon, and to improve delivery times and project quality.
- **AB 1049 - Public Transportation Account: loan repayment.**
Current law requires funds in the Public Transportation Account, a trust fund in the State Transportation Fund, to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated a proportional share by the State Controller to specified local transportation agencies for public transportation purposes. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the

order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.

- **SB 66 – California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.**

Would require the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives.

- **SB 99 - Community Energy Resilience Act of 2021.**

The bill would require a local agency plan to, among other things, ensure that a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service.

State Transportation Policy

In addition to statewide legislation, EDCTC is tracking statewide transportation policies which impact project planning, funding, and delivery. Some of the recent policies we are currently tracking include the following:

Executive Order 79-20 (Sept 2020). Governor Newsom's order setting a target for 100% of all new cars, buses, and trucks sold in 2035 and beyond to be zero emission. Requires state agencies to develop charging and fueling infrastructure to support the effort, and to align other modes, such as rail, transit, and biking, to support an integrated system.

Executive Order N-19-19 (Sept 2019). Governor Newsom's order to address climate change through state investments, including CalPERS, and purchasing. Includes commitment to "accelerate" milestone of 5 million zero emission vehicle (ZEV) sales by 2025. Specifically for transportation investments, the order directs CalSTA to leverage the \$5 billion in annual spending for transportation construction, operations, and maintenance to reverse the trend of increased fuel consumption; align transportation spending to achieve the objectives in ARB's Climate Change Scoping Plan, where feasible; direct transportation investments to support housing production near jobs and according to state's smart growth principles (taking public health into account); reduce congestion by encouraging mode shifts, fund transit, walking, biking, and other active modes; and mitigate increases in transportation costs for lower income Californians.

To implement EO-N-19-19 and leverage state transportation funding to meet state climate change goals, the California State Transportation Agency (CalSTA) is developing a Climate Action Plan for Transportation Infrastructure (CAPTI). EDCTC has been directly engaged in the workshops focused around the draft CAPTI guidelines. CalSTA has released the draft for public review and presented the draft to the CTC on March 24, 2021.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

On March 11, President Biden signed a \$1.9 trillion Covid relief bill, the American Rescue Plan. This plan is providing direct relief to businesses, local governments, and residents relating to economic losses due to the Covid pandemic. No specific set aside was identified for transportation specifically.

EDCTC staff is also engaged in distribution of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021, signed on December 27, 2020. CRRSAA includes \$900 billion in supplemental appropriations for Covid relief. While a significant share is allocated directly to transit operations and capital, the act also includes funding to support surface transportation infrastructure, among other relief programs.

On April 28, 2021, President Biden announced his administration's plan to make a "once-in-a-generation investment in American itself," a \$2 trillion infrastructure and jobs stimulus package, the American Jobs Plan. This far-reaching plan goes beyond roads, bridges, and other more traditional infrastructure and includes clean energy, elderly caregiving, low-income housing, Veterans Affairs medical services, abandoned mine reclamation, and broadband. The plan includes revenue increases through adjusting the corporate tax rate to 28% and the minimum tax on U.S. multinational corporations to 21%. The President also announced the American Families Plan, which would set aside up to \$1 trillion for individuals and families in direct payments and support. Both plans are still just that and are likely months from approval. EDCTC staff will continue track the progress and advocate for transportation funding opportunities.

Federal earmarks have returned after an 11-year slumber. EDCTC worked closely with Congressman McClintock's office, but he has decided not to submit projects for this cycle of earmark funding. However, we were notified of an opportunity to submit projects to Senator Diane Feinstein for consideration of Federal discretionary funding. The next opportunities will likely be with the next Federal transportation bill and Federal appropriations process which concludes in October 2021.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting May 6, 2021)*

5/10/21	EDCTC Staff Meeting
5/19/21	Phone Call with Commissioner W. Thomas
5/20/21	SHSP Steering Committee Meeting
5/20/21	Camino Weekly Update - Caltrans
5/20/21	SACOG Board Meeting
5/20/21	EI Dorado Hills Business Park Transportation Study - EDC
5/21/21	RCTF Meeting
5/24/21	EDCTC Staff Meeting
5/24/21	SR 49 Confluence Discussion – Caltrans
5/24/21	EDCTC TAC Meeting
5/25/21	CDAC Meeting
5/25/21	Discussion with Supervisor Parlin
5/25/21	Overall Work Program Discussion with E. Thompson - Caltrans
5/25/21	ITSP Conference Call with M. Twomey
5/26/21	EDCTC Coordination Meeting - EDC
5/27/21	Transportation Coordination Committee
5/27/21	Camino Weekly Update - Caltrans
5/27/21	OA Best Management Practices Committee Meeting
5/28/21	EDCTC Budget Review with K. Thompson, Chair Taylor and Vice Chair Hidahl
6/1/21	Agenda Review with Supervisor Turnboo
6/1/21	Agenda Review with Chair Taylor
6/2/21	Confluence and Traffic Congestion Meeting – Hwy 49
6/3/21	Camino Weekly Update - Caltrans
6/3/21	SACOG Transportation Meeting
6/3/21	SACOG Land Use and Natural Resources Meeting