

EXECUTIVE DIRECTOR'S REPORT

DATE: AUGUST 5, 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)

El Dorado County Transportation Commission (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 ready to be released to the public. 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 over two weekends, one each in September and October 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. EDCTC and the City of Placerville have collaborated with AIM Consulting to develop a slogan, logo, website narrative, and video script for "The 50 Fix: Trip the Green Light" Proof of Concept Pilot taking place this Fall.

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. 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. A request for proposals was released on June 25, 2021, with proposals due on August 6th. Contract award and ratification of the stakeholder advisory committee is anticipated for the September EDCTC meeting.

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 taken 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. Paving was completed in May and the ramp is now open to the traveling public. The ramp-meter signal pole is a long-lead item and will not be installed until fall 2021.

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 in fall of 2021.

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. Funded by HSIP funds, the city plans to go out to bid in September 2021, award the construction contract in December 2021, and begin construction in spring 2022. Having Broadway Sidewalks Project go to construction in spring 2022 will avoid having both it and the Placerville Station II under construction at the same time, which will avoid increasing the impact to traffic in that part of the city.

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 late 2021 followed by plans, specifications, and estimates.

Zero Emission Bus (ZEB) Fleet Conversion Plan

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 first project development team meeting was held on March 30, 2021, the first SAC meeting was held on May 20th and the first virtual public workshop and online questionnaire were posted on the EDCTC website from July 19th to July 30th. Stantec also completed an energy modeling and route simulation report that will be used to develop fleet concept recommendations for El Dorado Transit's ZEB Rollout Plan. The Administrative Draft will be presented to the project team by August 16th followed by a second virtual public meeting the week of October 4th. The draft plan will be presented to the EDCTC and EDCTA boards October 7th, 2021.

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 has directed the contractor to use temporary barriers, known as K-rail, to separate the traffic from the construction work. In addition, Caltrans will be closing off left hand turn movements starting the month of August at 5 Mile Road, Sierra Blanca, and Upper Carson Road, because of ongoing safety concerns with left turn movements crossing on-coming traffic. The wildlife undercrossing and median drainage work will continue through August. During this time, US 50 will be reduced to one lane in each direction for a period of up to 20 consecutive days. Following the completion of the drainage work, the median barrier will be constructed from Apple Café to just east of Camino Heights Drive. This median barrier work is scheduled to be completed in the month of September. Following the wildlife undercrossing, US 50 will be reduced to one lane in each direction from Sunday night to Friday morning with two lanes in each direction open Friday morning through Sunday night to allow for unobstructed weekend traffic.

Replacement of a portion thirty-inch waterline line at the new Pondorado undercrossing will resume in late August and be completed during the month of September allowing work to proceed on the Carson Road and Carson Court. Work on the northern half of the Pondorado undercrossing bridge will be complete in early August and traffic will be switched over to the new half of the bridge to allow work on the southern half of the bridge in mid-August. The project is scheduled to be completed in the summer of 2022.

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 15. During a typical budget cycle, the "May revise" as it is called, would be debated and typically budget line items would be reduced or removed all together. However, this year the May revise 2021 budget was increased from the proposed January budget by nearly \$41 billion, totaling \$268 billion. Higher than anticipated revenue gains from California residents and corporations combined with Federal and State interventions that helped mitigate the impacts of the COVID pandemic are cited as the justification for this increase. However, little if any of the increase in the budget will be allocated for transportation directly. Seven billion is allocated to address the digital divide across California, which will expand broadband and improve access to telecommuting and telemedicine. However, no additional funding is identified for roads, streets, and bridges from the original January budget proposal.

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

Some of the California State Legislature 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 41 – Broadband Infrastructure Deployment**
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 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 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.
- **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.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

EDCTC has been 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.

The US Senate has just recently released a \$1 trillion infrastructure bill for debate. This bipartisan compromise, while much smaller than the \$3 trillion proposed by President Biden, still stands as the largest investment in infrastructure in more than three decades. The proposal offers a vision to upgrade the nation's crumbling physical infrastructure, improve environmental health and resiliency, and enhance safety and security. More than 45% of the bill is focused on surface transportation including roads, bridges, railroads as well as power distribution lines. 13% of the bill will be focused on pollution controls, climate adaptation and resiliency, and cybersecurity defenses.

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 June 3, 2021)*

6/4/21	SB 743 Implementation Working Group Kickoff
6/7/21	EDCTC Staff Meeting
6/7/21	SACOG Policy and Innovation Meeting
6/7/21	RCTF Admin Training Discussion
6/7/21	Alex Perez - David Turch's Office
6/7/21	BOS Agenda Review with Rafael Martinez – EDC DOT
6/8/21	SACOG/EDCTC/PCTPA Coordination Meeting
6/9/21	49 North Fork American River Confluence Parking Meeting
6/9/21	District 3 2022 ITIP Discussion – Caltrans
6/9/21	Emergency Services Coordination Meeting – Caltrans
6/10/21	Camino Weekly Update – Caltrans
6/10/21	California Transportation Federal Affairs Working Group Meeting - Caltrans
6/14/21	SR 49 Confluence Field Trip
6/14/21	EDCTC Staff Meeting
6/14/21	Camino Safety Project OES Emergency Evacuation Plan Discussion
6/15/21	Trade Corridor Enhancement Program Target Methodology Workshop
6/15/21	EDCTC Phone Call with S. Takhar - Caltrans
6/17/21	Camino Weekly Update – Caltrans
6/17/21	SACOG Transportation Meeting
6/17/21	SHSP Steering Committee Meeting
6/21/21	BOS Agenda Review with Rafael Martinez – EDC DOT
6/22/21	EDCTC Staff Meeting
6/23/21	Discussion with Supervisor Wendy Thomas

6/23/21 CTC Meeting – Day 1
6/23/21 El Dorado Transit Service Changes Kick-off Meeting
6/23/21 TAMP Workshop – Risk Management
6/24/21 CTC Meeting – Day 2
6/24/21 Camino Weekly Update - Caltrans
6/24/21 Trip to Camino – View Temporary Median Barrier/Carson Road Closure
6/25/21 Mega-Region Meeting – MTC/SJCOJ/SACOG
6/28/21 EDTC Staff Meeting
6/29/21 CFPG Meeting
6/29/21 CDAC Briefing
6/29/21 Planning Meeting with Staff
6/30/21 49 North Fork American River Confluence Parking Follow-up Meeting
6/30/21 SB 743 Local Agency Working Group Meeting
7/1/21 Camino Weekly Update – Caltrans
7/1/21 SACOG Transportation Meeting
7/1/21 SACOG Land Use & Natural Resources Meeting
7/6/21 EDCTC Staff Meeting
7/7/21 US 50 Access Control Outreach Meeting
7/7/21 STBGP Funding Discussion
7/8/21 Camino Weekly Update – Caltrans
7/8/21 California Transportation Federal Affairs Working Group Meeting
7/8/21 Summer CFAC Part II
7/12/21 EDCTC Staff Meeting
7/12/21 ALF Luncheon
7/13/21 Placerville City Council Meeting
7/15/21 SHSP Steering Committee Meeting
7/15/21 Camino Weekly Update – Caltrans
7/15/21 SACOG Board Meeting
7/16/21 Rural Counties Task Force Meeting
7/19/21 EDCTC Staff Meeting
7/20/21 Trade Corridor Enhancement Program Target Methodology Workshop
7/20/21 TAMP Workshop – Investment Strategies
7/20/21 EDCTC Phone Call with S. Takhar – Caltrans
7/21/21 ZARTICO Demonstration with the County Chamber of Commerce
7/21/21 POC-CMAQ-Ponderosa Discussion with EDC DOT
7/21/21 Meeting with Rebecca Neves – City of Placerville
7/22/21 Camino Weekly Update – Caltrans
7/22/21 Local Public Agency Program Stakeholder Kick-off Meeting
7/29/21 Transportation Co-Op Committee Meeting
7/29/21 Camino Weekly Update
7/29/21 SR 49 Confluence Discussion – EDCTC, C. and L. Kruger
7/29/21 SHSP Steering Committee Meeting
7/30/21 US 50 Trip the Green Light Pilot Discussion – AIM Consulting and City of Placerville
8/2/21 EDCTC Staff Meeting
8/2/21 Agenda Review – Supervisor Turnboo
8/4/21 Agenda Review – Chair Taylor
8/4/21 Harvest Traffic/Camino Safety Project Update – Caltrans and Supervisor Thomas