

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** DECEMBER 2, 2021  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT

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

### **TRANSPORTATION PLANNING**

#### **State Route 49 American River Confluence Study**

EDCTC was awarded \$175,000 in State Highway Account grant funding for the SR 49 Confluence Study ("Study"). On September 2, 2021, EDCTC awarded the contract to DKS and Associates after completing an extensive procurement process. EDCTC staff, DKS, and Caltrans held the grant kickoff meeting on October 22. The initial work on this effort has begun including user analysis and data collection along SR 49. The consultant team has completed on-site data collection and assessments. The project team met on November 30, to finalize the branding and website design. The first stakeholder meeting will be held in January followed by the first public workshop in February.

#### **Greater Placerville Wildfire Evacuation, Community Safety, and Resiliency Plan**

On June 22, 2021, EDCTC received \$250,000 in Caltrans planning grant funds to complete the Greater Placerville Wildfire Evacuation, Community Safety, and Resiliency Plan ("wildfire plan"). This effort was initiated based on requests from Placerville residents and public agency leaders to address the project area's growing vulnerability to wildfire. The wildfire plan will deliver an evacuation strategy for the Greater Placerville area in El Dorado County. The project area includes the U.S. Highway 50 corridor from Pollock Pines through the City of Placerville and the principal and minor arterials and major and minor collectors in the project area just north and south of U.S. 50. The Notice to Proceed was received from Caltrans on September 22, 2021. EDCTC released the Request for Proposals on November 15, 2021. Proposals are due Thursday, January 6, 2022.

### **COORDINATION, OUTREACH, AND ADVOCACY**

#### **CITY OF PLACERVILLE**

#### **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, now known as "The 50 Fix: Trip the Green Light" project. The project team has developed maps, a narrative, and a detailed traffic management plan outlining turning movements, barriers, detours, and signage. EDCTC and the City of Placerville have collaborated with AIM Consulting to develop a slogan, logo, website narrative, and video script. Due to the Caldor Fire, the "Trip the Green Light" project has been rescheduled to fall of 2022, to allow travel and traffic patterns to return to normal and to ensure useful outcomes from the Proof of Concept. The project team is finalizing the Access Control Action Plan and discussing next steps to determine the weekends and timeframes for which the US 50 signals in Placerville will be tripped to green in fall of 2022. The project team is also working on data collection for the System User analysis and preparing preliminary information for the investment strategy. A presentation on tolling will be made at the December meeting.

**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 right-of-way (ROW), utility agreements, and final design. The city plans to go out to bid January 2022, and award the construction contract late winter 2022. Construction is anticipated to begin early summer of 2022.

**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. The City applied for the regional SACOG ATP on Thursday, December 3, 2020. On April 15, 2021, the SACOG Board of Directors awarded \$1.22 million in Regional ATP Cycle 5 funding to the project. The City anticipates completing environmental work in February 2022.

**Placerville Station II**

This project will construct a 50-space parking lot with new lighting and landscaping improvements including bicycle racks and lockers. The project will also improve the connection to the El Dorado Trail, and Transit, and Amtrak Bus service. 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 City Council awarded the Construction Management and Inspection Services contract to Coastland Civil Engineering, Inc. at the January 26, 2021, City Council meeting. Placerville anticipates going out to bid in winter 2022, with construction to begin spring 2022.

EL DORADO COUNTY**Clear Creek Road Scour Mitigation**

EDCTC staff worked with El Dorado County, Caltrans Local Assistance, and the California Transportation Commission (CTC) to allocate and approve \$458,614 in CRRSAA funding the El Dorado County Clear Creek Road Scour Mitigation Project. The project's first phase of funding was approved in August 2021, by the CTC.

There are additional El Dorado County led projects for which EDCTC has programmed funding. Rather than list all of the projects in this Executive Director's Report, the link to the current Project Monitoring Report is provided below for more detail and information about these ongoing efforts.

<https://www.edctc.org/files/7d8f7d5a8/Project+Monitoring+Report+March+2021.pdf>

EL DORADO TRANSIT AUTHORITY**El Dorado County Transit Authority**

El Dorado Transit continues to experience ridership deficits compared to pre-pandemic levels, but ridership has leveled out or started to increase on some services. Systemwide passenger trips in October were down only 1.5% versus last year due primarily to there being one less weekday of service in October 2021. The County's Adult Day Services program remains closed and the Mother Lode Rehabilitation Enterprises (M.O.R.E.) program is continuing to significantly limit in-person attendance. Although still down from pre-pandemic, day-to-day ridership on the Dial-A-Ride service was up 13.1% and ADA Paratransit demand jumped 24.9% compared to October 2020. Local Fixed Route ridership was down 12% for the month, and Sacramento Commuter service ridership decreased by sixty-five boardings compared to October 2020. The new Sacramento/Tahoe Connector route carried 379 passengers.

## 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 just east of Lower Carson Road. Construction on the mainline of US 50 began in late 2020. The contractor is currently constructing the southern half of the Pondorado Road undercrossing. Corrective work on the median barrier is scheduled to resume in the next two weeks. Grading and winterization work will continue at the wildlife crossing later this week. Caltrans is working with EDCTC staff and the local community on a plan to prevent illegal U-turns on eastbound 50 at Camino Heights especially during weekends when Apple Hill traffic is at a peak. Due to a high number of violations, Caltrans is planning to close off the access across US 50 at Camino Heights Drive. EDCTC staff has been participating in weekly project meetings to ensure impacts are mitigated for seasonal traffic and safety. The current progress is behind schedule due to several factors including a Covid outbreak within the construction crew, Caldor Fire suspension and challenges with utility relocation. Caltrans is working with the contractor to expedite project delivery in other areas to account for the delay and the project is scheduled to be completed in the summer of 2022. The crossing of US 50 at Camino Heights Drive remains open at this time to provide residents access onto westbound US 50. Caltrans continues to monitor the safety of this intersection closely.

## SACOG

### **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.

## **STATE TRANSPORTATION LEGISLATION AND FUNDING**

### **State Transportation Funding**

The 2021 California State Budget, passed in May, included over \$11 billion in transportation investments. Specifically, the proposal includes investments to shift further away from fossil fuel-based transportation technologies. However, \$3.4 billion which was designated for infrastructure, and which was contingent upon a High-Speed Rail deal, reverted to the general fund due to lack of agreement. Two billion remains in place for State Highway Rehabilitation, Local Roads, and Bridges. Most of this \$2 billion is designated for the SHOPP and State STIP with only \$400 million designated for regional or local projects. None of the SB-1 funding programs were impacted by the return of infrastructure funding to the general fund.

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

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

### **State Transportation Legislation**

The state legislature has been on recess. However, some of the bills we have been tracking and were approved are provided below.

- **AB 14 - Communications: broadband services: California Advanced Services Fund (Approved 10/8/21)**

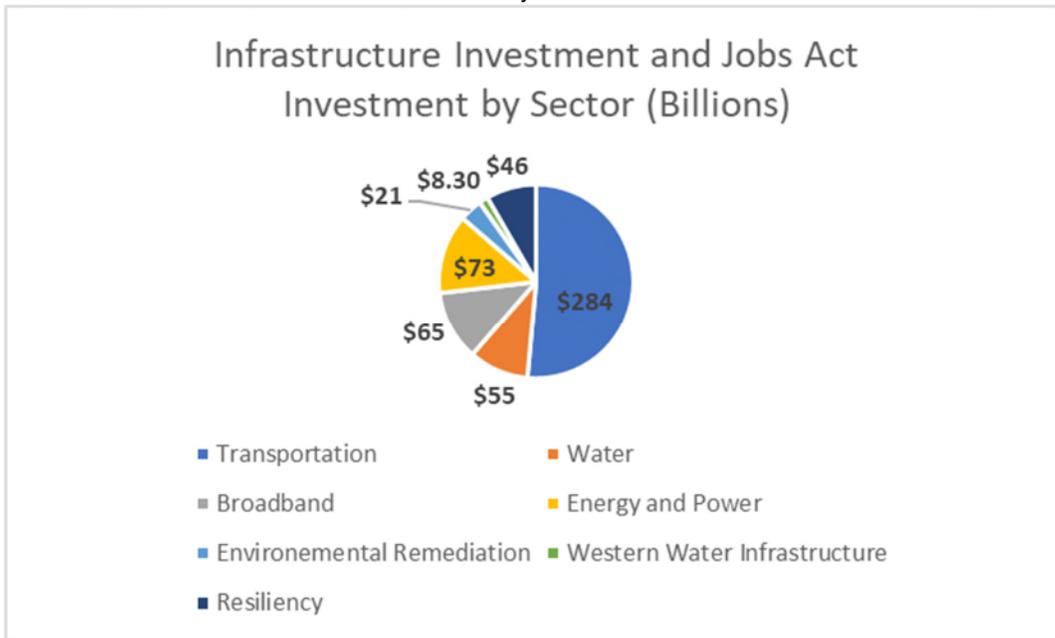
This bill would authorize local educational agencies to report to the department their pupils' estimated needs for computing devices and internet connectivity adequate for at-home learning. The bill would require the department of education, in consultation with the Public Utilities Commission, to compile that information and to annually post that compiled information on the department's internet website.

- **AB 41 – Broadband Infrastructure Deployment (Approved 10/8/21)**  
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 (Approved 10/8/21)**  
Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Current law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.
- **AB 773 Street closures and designations. (Approved 10/6/21)**  
This bill would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.

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

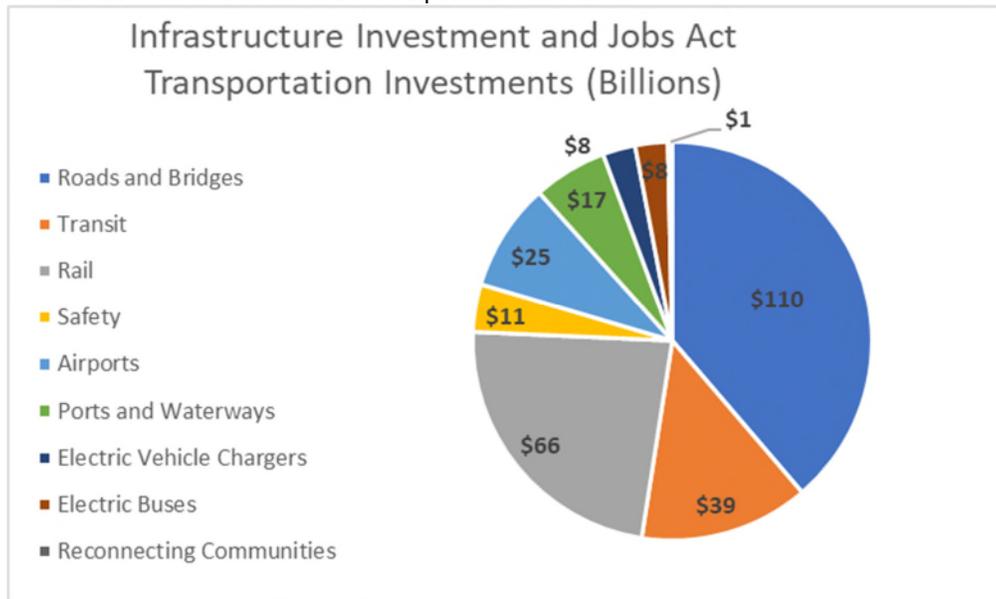
On November 15, 2021, President Biden signed into law a \$1.1 trillion infrastructure bill known as the Infrastructure Investment and Jobs Act (IIJA), enacting the 2,701-page bill into law following bipartisan votes in both the U.S. House of Representatives in November and Senate in August. The IIJA replaces and nearly doubles the investment made by the FAST Act which was the last five-year surface transportation bill passed in 2017, expired in 2020, and was extended for one year. The IIJA also included a new five-year surface transportation reauthorization giving the Highway Trust Fund contract authority for highways, roads, and bridges for FY 2022 through FY 2026. The IIJA provides \$973 billion over five years beginning in 2022. This includes \$552 billion in new investments for infrastructure related to transportation, water, power and energy, remediation, public lands, broadband, and resilience which is broken down by sector in Chart 1 below.

Chart 1: Infrastructure Investment and Jobs Act Investment by Sector



As shown in the Chart 1, \$284 billion of the IIJA is focused on transportation infrastructure. To better understand how this investment is spread across the various modes and transportation services the following chart breaks down the transportation investments further.

Chart 2: Infrastructure Investment and Jobs Act Transportation Investments



Nearly all of the existing transportation funding programs received significant increases. For example, these existing programs received the following increases in funding:

- Surface Transportation Block Grant (STBG) – 32%
- Congestion Mitigation and Air Quality (CMAQ) – 10%
- Transportation Alternatives Program (ATP in California) – 76%
- Transit State of Good Repair – 70%
- Low-No Emission Buses – 525%

While these increases are significant, the biggest change in this transportation bill is the increase in discretionary grant program funding, increased by 400%. There are twelve new competitive transportation funding programs included in this new investment plan with a focus on climate and equity, electrification, greenhouse gas reduction, and resilience. Discretionary programs span a wide array of focus areas. Some of those that are more applicable to the needs of the EDCTC region are listed below and include the amounts available under the IIJA nationwide.

- BUILD/RAISE Grants - \$7.5 billion
- Bridge Grant Program - \$12.5 billion
- Rural Grant Program - \$2 billion (for high-cost rural projects)
- Protect Grant Program "Resiliency" - \$1.4 billion
- Electric Vehicle Charging - \$2.5 billion
- Broadband to States - \$42 billion
- Broadband Middle Mile Grants \$1 billion

So, what does this mean for EDCTC and its partners? EDCTC and partner agencies will be able to access these new transportation funds through the following means.

1. Competitively through federal grants such as RAISE, INFRA, and state grants such as the ATP
2. Suballocations directly to jurisdictions based on population, similar to STBGP
3. Federal formula allocations directly to transit operators and airports

The first rollout of funding is anticipated to be the formula programs which already have mechanisms and guidance in place to distribute funds to the states, cities, and counties. We can anticipate increases in existing funding programs similar to the percentage increase of those programs. That said, the exact amounts available will be determined once those programs release the allocation estimates early next year. This will likely be followed by existing competitive grant programs, such as the ATP, BUILD/RAISE, and Highway Safety Improvement Programs. Finally, sometime likely later in 2022, the new competitive programs will be rolled out once new guidance is developed.

EDCTC has already started to discuss all of these programs with City, County, and Transit staff to prepare projects to be submitted. While we maintain an ongoing priority project list consistent with the adopted Regional Transportation Plan, it is critical that we revisit those projects as new programs, such as the IIJA, become available. As these programs are rolled out, EDCTC staff will be briefing the Commission on opportunities to apply for and secure transportation funding. One thing to keep in mind is that the IIJA is not a stimulus package but a long-standing surface transportation bill. Therefore, the strategy is to identify a suite of projects that can take advantage of the funding throughout the life of this bill. This approach ensures projects which are shovel ready take flight first while other projects receive funding for project development phases and project delivery is always moving forward.

#### **EVENTS AND MEETINGS ATTENDED** *(since the last Commission meeting September 2, 2021)*

11/5/21	STBG-CMAQ Suballocation Meeting
11/8/21	Nextiva Phone Training – All EDCTC Staff
11/8/21	EDCTC Staff Meeting
11/8/21	CTC SB 1 Programs November Workshop
11/8/21	ITIP Hearing
11/8/21	OES Meeting with Dan Bolster
11/8/21	Preparation Meeting for Camino Public Meeting
11/8/21	Camino De-Brief Meeting
11/9/21	2023 Active Transportation Program Kick-Off Workshop
11/9/21	CFPG Meeting

11/9/21 Phone Call with ISU Insurance Services – Atwood Agency  
11/10/21 SACOG/PCTPA/EDCTC Meeting  
11/10/21 TCEP Workshop  
11/10/21 Phone Call with Caltrans - A. Benipal  
11/15/21 EDCTC Staff Meeting  
11/16/21 SR-49 Confluence Check-In with DKS Associates – J. Damkowitch  
11/17/21 Meeting with El Dorado County and City of Placerville – D. Ashton, R. Martinez, and C. Morris  
11/17/21 SB 743 Caltrans Grantees Research Synthesis Initial Interview Discussion with Emergent Transportation Concepts – D. Stanislaus  
11/17/21 WFH Conversation  
11/18/21 EDCTC Staff Meeting  
11/18/21 TCC Meeting - SACOG  
11/18/21 SHSP Steering Committee - Caltrans  
11/18/21 Camino Weekly Update - Caltrans  
11/18/21 FHWA Corrective Action Extension Discussion  
11/18/21 New Infrastructure Bill Webinar  
11/18/21 US 50 Camino Safety Project Public Meeting  
11/19/21 RCTF Meeting  
11/22/21 EDCTC Staff Meeting  
11/22/21 EDCTC TAC Meeting  
11/22/21 Funds Distribution Group Meeting Regarding Federal Reauthorization  
11/22/21 EDCTC Fiscal Audit Review with Chair Taylor and Vice Chair Hidahl  
11/23/21 FSP Meeting with CHP – J. Monson and S. McCumsey  
11/23/21 ATP Discussion with Safe Routes Partnership  
11/24/21 Meeting to Discuss Broadway Sidewalk Project  
11/29/21 EDCTC/City of Placerville Coordination Meeting  
11/29/21 Broadway Sidewalks Right of Way Discussion – Caltrans and City of Placerville  
11/29/21 SR 49 Funding Discussion with Caltrans – S. Suthahar  
11/30/21 Agenda Review with Supervisor Turnboo  
11/30/21 EDCTC Staff Meeting  
11/30/21 Federal Infrastructure Bill Sacramento Business Journal Interview  
11/30/21 SR-49 Confluence Check-In with DKS Associates – J. Damkowitch  
11/30/21 STBG-CMAQ Suballocation Meeting with CALCOG – B. Higgins  
12/1/21 Agenda Review with Chair Taylor  
12/1/21 EDCTC/EDC Coordination Meeting  
12/1/21 ATP Workshop  
12/2/21 Camino Weekly Update - Caltrans  
12/2/21 SACOG Transportation Meeting