

EXECUTIVE DIRECTOR'S REPORT

DATE: MARCH 5, 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)

RTP Advisory Committee meeting #3 was held on August 7, 2019. Committee members were provided with a presentation and opportunity to discuss the streets and roads project list anticipated for inclusion in the 2020-2040 RTP. The following Chapters of the Draft RTP 2020-2040 were also presented to the Advisory Committee members: Chapter 1, Introduction/Completed Project Lists; Ch. 2, Organizational Setting; Ch. 3, Physical Setting; and Chapter 5, Goals, Objectives, and Strategies. EDCTC staff has started work with the consultant team on the Environmental Impact Report for the RTP. The RTP Policy Element has been posted on the Project web page located online here: <https://www.edctc.org/rtp2040>. The Notice of Preparation (NOP) for the RTP Environmental Impact Report (EIR) was released for a 30-day public review on January 22, 2020. EDCTC and De Novo consultants held a scoping meeting for the EIR on February 5, 2020 at Placerville Town Hall.

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. Caltrans is leading this effort to identify issues and opportunities along US 50 from Placerville into the Tahoe Basin.

The project team met on March 3 with Caltrans to review and finalize four alternatives to be carried forward. Caltrans is now developing cost estimates for these alternatives to be presented to the EDCTC and public later in the Summer of 2020.

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. EDCTC staff and the consultant team presented the project to the El Dorado Hills Business Park Association members on October 22nd. A site visit was conducted on February 28, 2020. A property and business owner survey has been released to garner input from stakeholders. A project development team meeting will be held on March 19, 2020.

El Dorado County SB 743 Implementation Plan and Travel Demand Model Update

EDCTC staff worked very closely with the City of Placerville and El Dorado County DOT staff to finalize the SB 743 Implementation Plan and related technical components. EDCTC released a request for proposals to solicit proposals for the update of the County's Travel Demand Model to include the necessary inputs and analytical tools to comply with the requirements of SB 743.

EDCTC secured state Rural Planning Assistance funding to support this effort. EDCTC awarded the contract to Fehr and Peers at the November 7, 2019 EDCTC meeting. EDCTC staff has initiated the effort in close coordination with El Dorado County DOT staff to begin the update of the model.

Pine Hill Preserve Class I Multi-Use Path

EDCTC staff has been coordinating with El Dorado County on the planning of a Class I multi-use path in the Pine Hill Preserve area of Cameron Park and Shingle Springs. This coordinated effort will begin with a feasibility study to determine the appropriate location and mitigation for the path. This area is an environmentally sensitive area and rare plant preserve and will require careful planning and analysis in order to support a Class I path.

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 California Transportation Commission (CTC) meeting. The new project schedule shows the construction allocation request approval by the CTC in May 2020 with the construction contract award in November 2020. The February project development team meeting was cancelled to allow the team to focus on developing the 95% plans, specifications, and estimates package that was submitted to Caltrans in late February. On March 3, 2020 the project development team met to work through final reports needed to complete the plans, specifications, and estimates package. This package is needed to submit the allocation request to the CTC for the June meeting.

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 is currently being done on underground storm drain and sewer pipes near the Schnell School Road intersection.

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 being delayed by ROW and utility relocation coordination and is now scheduled to go to construction in summer 2020.

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 Winter of 2020.

Placerville Station II

The project is in 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. Construction is anticipated to begin in the spring or summer of 2020. The project is scheduled to go to construction in early 2020. The project includes:

- Construction of a 50-car parking lot with lighting and landscaping
- Installation of bicycle racks and lockers
- Replacement of an existing water main and services
- Replacement of sewer connection
- Paving Mosquito Road between the westbound U.S. 50 off-ramp and Clay Street
- Realigning the existing El Dorado Trail
- Improved connection to El Dorado Transit and Amtrak Bus Service

SACOG

EDCTC is working closely with SACOG on the Advancing Innovative Mobility program. This effort will look at funding pilot projects throughout the SACOG region to explore new and innovative ways to move people and goods. SACOG is seeking a cross section of projects deployed throughout the urban, suburban, and rural communities in the region.

EDCTC is working with SACOG to assist in the development of the Sacramento Region Parks and Trails Strategic Plan. This effort will connect the greater Sacramento region's parks and trails including the El Dorado Trail in El Dorado County.

EDCTC is also working with SACOG on a Regional Climate Adaptation Strategies project focused on the US 50 corridor. This effort will include strategies to mitigate impacts of significant weather events as well as vegetation and fuels reduction within the rights-of-way along the corridor.

CALTRANS

US Highway 50 Camino Safety Project

Caltrans is moving forward with the first phase which will be the completion of the median barrier closure from Still Meadows Road to Upper Carson Road and an undercrossing at Lower Carson Road. Caltrans, El Dorado County, and EDCTC are working toward a plan to deliver and fund the remaining elements.

Caltrans opened bids on March 4, 2020 for the construction of Phase 1, the full median barrier and undercrossing at Lower Carson Road. Caltrans is reviewing bids now and will be interviewing contractors in the coming weeks. Caltrans expects to begin construction on Phase 1 in early Summer of 2020. In February 2020, EDCTC applied to the Federal INFRA grant program to secure funding for Phase 2, a partial interchange at upper Carson Road. EDCTC is also planning on applying to the Federal BUILD program in 2020 should the INFRA grant not be awarded.

STATE TRANSPORTATION LEGISLATION AND FUNDING

State Transportation Funding

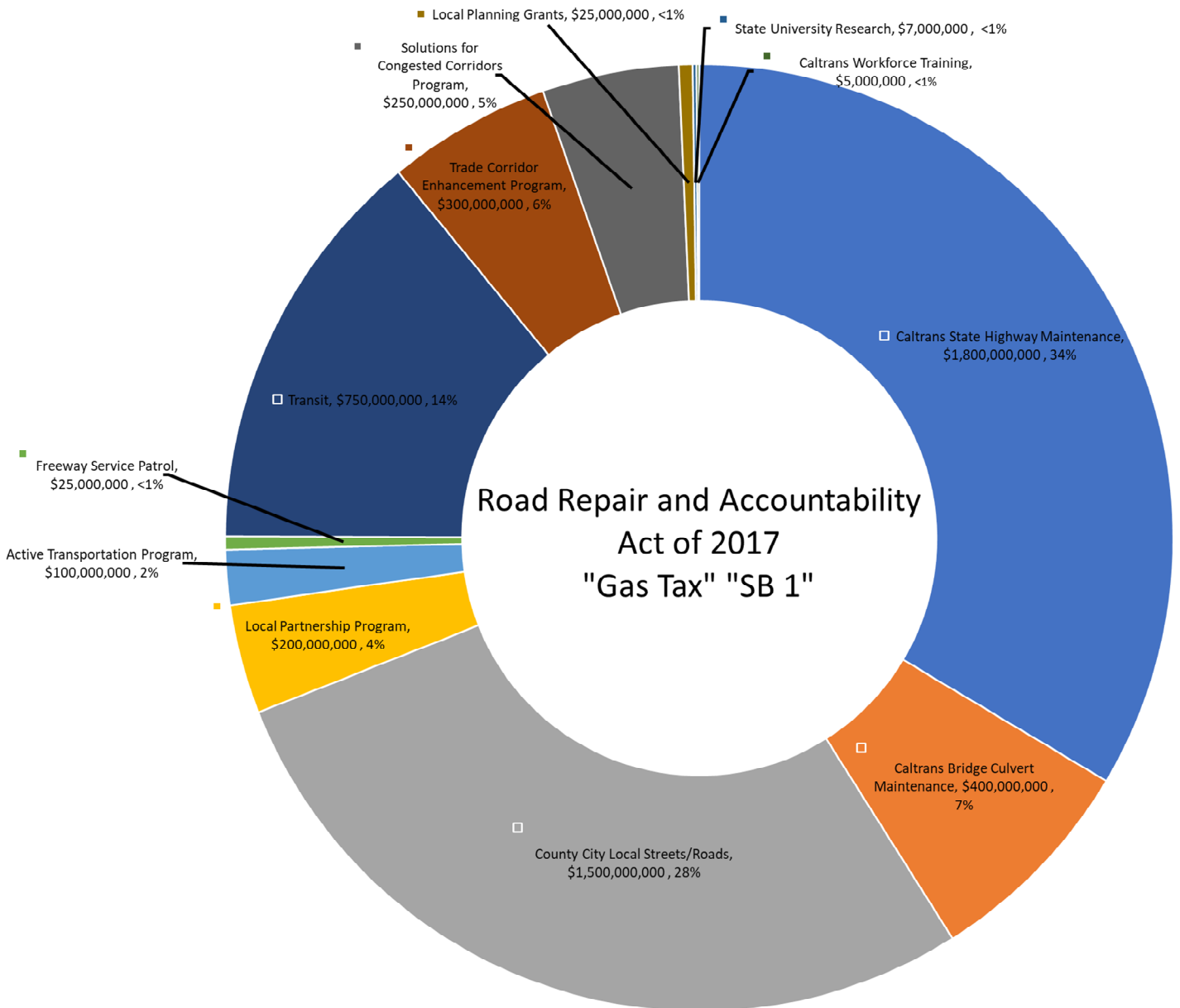
On January 10, 2020 Governor Newsom released a \$222.2 billion budget. In summary, the budget aligns with the Governor's recent Executive Order (N-19-19), see attachment, which directs state agencies to focus transportation investments on projects and programs which help meet the State's climate goals. 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.

Road Repair and Accountability Act (SB 1)

The next cycle of competitive SB 1 transportation funding programs will begin in early 2020. EDCTC is working closely with City and County staff to develop a list of projects which are "shovel ready" to compete for these funds.

The following is a recap of how the Road Repair and Accountability Act of 2017, also known as SB 1 or the gas tax, revenue is broken out into various programs.

Source: <http://rebuildingca.ca.gov/overview.html>



State Transportation Legislation

State legislative bills that we are currently tracking include the following:

- **AB 352 (Garcia, Eduardo D) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020**
 - Makes several changes to grant program that expands criteria and identifies priorities. Would also allow applicants from the Counties of Imperial and San Diego to use daytime population numbers in grant applications.
- **AB 1350 (Gonzalez D) Youth Transit Pass Pilot Program**
 - Would create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature and would require the Department of Transportation to administer the program. The Bill would require the Department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified.
- **AB 1839 (Bonta D) Climate Change: California Green New Deal**
 - Current law establishes various environmental and economic policies. This Bill would create the California Green New Deal Council with a specified membership appointed by the Governor. The Bill would require the California Green New Deal Council to submit a specified report to the Legislature no later than January 1, 2022. The Bill also would make various findings and declarations.
- **AB 1920 (Boerner Horvath D) Climate Change: California Climate Adaptation Center and Regional Support Network**
 - Would declare the intent of the Legislature to enact subsequent legislation that would establish the California Climate Adaptation Center and Regional Support Network to provide technical support and information to local governments on adapting to climate change impacts.
- **AB 1964 (Frazier D) Autonomous vehicles**
 - This bill would expand the definition of the term “autonomous vehicle” to also include a remotely operated vehicle, defined as a specified type of vehicle that is capable of being operated by a driver or operator that is not inside of the vehicle.
- **AB 2145 (Ting D) Transportation electrification: vehicle charging stations**
 - Would state the intent of the Legislature to enact legislation to reform the electric vehicle charging infrastructure approval process employed by the Public Utilities Commission to help ensure that by 2030, California will safely install enough electric vehicle charging ports to meet the demand for charging infrastructure through public and private investment.
- **AB 2148 (Quirk D) Climate change: adaptation: regional plans**
 - This bill would state the intent of the Legislature to enact legislation that would foster regional-scale adaptation, as specified; give regions a time to develop their regional plans, as specified; and consider, among other things, sea level rise and fire vulnerability.
- **AB 2163 (Rivas, Robert D) Rural Broadband and Emergency Infrastructure Grant Act of 2020**
 - Would establish the Rural Broadband and Emergency Infrastructure Grant Act of 2020 to ensure that all California fairgrounds are equipped with adequate broadband and telecommunications infrastructure to support local, regional, and state emergency and disaster response personnel and systems. The bill would, upon appropriation, require the Rural Broadband and Emergency Infrastructure Grant Program to provide each California fairground with grants to support broadband and telecommunications infrastructure deployment.

- **AB 2262 (Berman D) Regional transportation plans: sustainable communities strategies: zero-emission vehicle readiness plan**
 - Current law requires the sustainable communities strategy to, among other things, identify a transportation network to service the transportation needs of the region. This bill would require a zero-emission vehicle readiness plan. By imposing new requirements on local agencies, the bill would impose a state-mandated local program.
- **AB 2310 (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest**
 - Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.
- **SB 992 (Beall D) Road Repair and Accountability Act of 2017: reporting website**
 - Would require the Transportation Agency to develop a one-stop SB 1 reporting website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.
- **SB 1227 (Skinner D) Road Maintenance and Rehabilitation Program**
 - 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.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

No progress has been made toward a new Federal transportation package. However, the two primary grant programs, BUILD and INFRA, have an increased focus on rural America. While they are both highly competitive, they remain the two options to pursue revenue for large capital projects.

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

02/07	Erin Thompson, Caltrans Office Chief of Regional Planning
02/10	Caltrans and Rural County Partners
02/12	DOT Public Town Hall Planning Group
02/13	SACOG/EDCTC/PCTPA coordination meeting
02/13	US 50 Hot Spot Study Alternatives review with Fehr and Peers
02/14	American Leadership Forum
03/02	Rafael Martinez, EDC DOT
03/03	US 50 Improvements, Caltrans
03/03	Western Placerville Interchanges PDT
03/04	Agenda review with Chair Frentzen
03/04	Agenda review with Commissioner Taylor