

EXECUTIVE DIRECTOR'S REPORT

DATE: MAY 6, 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. 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. Preliminary estimates have been developed for the public outreach, and the cost estimates for deployment of the Trip to Green effort is now being refined and was presented to the project development team on April 8th.

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 plan. 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 Study has been submitted to EDCTC staff and distributed to agency partners for review. A presentation of the Draft Study is scheduled for the June EDCTC meeting, followed by a public virtual workshop. An additional project development team meeting will be held in the Summer 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 at 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. Once a contract is awarded, the project team will begin developing a list of community stakeholders and a technical advisory committee for ratification by the EDCTC at a future meeting.

COORDINATION, OUTREACH, AND ADVOCACY

EL DORADO COUNTY

Cycle 5 Active Transportation Program (ATP)

EDCTC provided support to El Dorado County in preparation of applications for Regional ATP funding submitted in December 2020, Cycle 5 Statewide ATP awards were announced in February 2021, the County is recommended for the award of \$1,440,000 in ATP for the Pony Express Bicycle and Pedestrian Improvements Project in Pollock Pines. There is potential for a Cycle 5 funding

augmentation that would allow additional projects to be awarded.

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 met with County DOT staff on April 27 to discuss providing administrative support to the County with updating and monitoring the project submittals into the MTIP. 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.

CITY OF PLACERVILLE

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 is scheduled to begin on May 6th. Completion of the project is anticipated to be Fall of 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 May 2021 and begin construction June 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.

EL DORADO TRANSIT AUTHORITY

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 is scheduled for 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. In addition to the upcoming SAC and public outreach, the next step in the project is to develop a memo detailing site plans, charging profiles, and cost estimates.

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 working toward the east end of the project, near the planned undercrossing just east of Lower Carson Road. Work is currently focused on the removal and construction of the northerly portion of the Pondorado Road undercrossing. Relocation of existing two existing waterlines in the vicinity of the undercrossing have been difficult and have caused significant delays to the work. The work on the undercrossing structure is progressing and the current problems with the waterline have not impacted that work. Mainline drainage and barrier work is scheduled to begin in late May. The wildlife crossing is scheduled to begin in mid-June. 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 and challenges with utility relocation. Caltrans is working with the contractor to expedite project delivery in other areas to account for the delay.

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. 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 staff has supported SACOG's virtual May is Bike Month Kick Off 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 during this kickoff event. EDCTC staff will be facilitating a May is Bike Month ride on Saturday May 22nd to honor the late bicycle and pedestrian advocates Bob Smart and Bill Crim. This memorial ride will begin at the Ray Lawyer Drive/Forni Road Park and Ride Lot along the El Dorado Trail and will be held from 9:00 to 11:00am.

Transportation Data Resources

EDCTC staff has been working with SACOG staff to utilize Replica Transportation Modeling data, currently under review by SACOG modelling 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 submitted his 2021-2022 State Budget proposal to the Legislature on January 8, 2021. The Governor's proposal includes a total of \$227.2 billion which is focused on pandemic response and relief combined with broader economic recovery.

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

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

The May budget revise will be released by May 14, 2021. The May revise is expected to include a significant increase in the available fund balance due to recent Federal Covid related stimulus opportunities. EDCTC is advocating to utilize the additional revenue to invest in existing transportation programs, fix it first priorities, and infrastructure projects which are ready to be delivered and have a direct and immediate positive impact on local economies.

State Transportation Legislation

The State Legislature went into Spring recess on March 25 and will reconvened on April 5. In addition to pandemic relief, the focus of the Legislature remains on three issues, housing, police reform, racial justice, and equity, not transportation. 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 284 - Global Warming Solutions Act of 2006: climate goal: natural and working lands.**
The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, when updating the scoping plan and in collaboration with the Natural Resources Agency and other relevant state agencies and departments, to take specified actions by January 1, 2023, including, among others, identifying a 2045 climate goal, with interim milestones, for the state's natural and working lands, as defined, and identifying practices, policy incentives, market needs, and potential reductions in barriers that would help achieve the 2045 climate goal. The bill would require the state board, no later than January 1, 2024, to develop standard methods for state agencies to consistently track greenhouse gas emissions reductions, carbon sequestration, and additional benefits from natural and working lands over time.
- **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, and embodied carbon, and to improve delivery times and project quality.
- **AB 1047 - Road Repair and Accountability Act of 2017: reporting internet website.**
Would require the California Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet 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-1).
- **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. The CTC approved the methodology for distribution of CRRSAA funding at their March 23, 2021 meeting. CTC staff is now working on developing guidelines for funding distribution which is expected to be approved by the CTC at their May 12-13 meeting. Staff will be working very closely with the County and City staff to identify priority projects which need funding and align with the guidance adopted by the CTC.

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. Due to a five-day turnaround time, EDCTC staff and partner agencies opted to submit the top priority system preservation projects developed through the Federal stimulus effort initiated last year. We continue to seek out means to submit projects for this and other congressional discretionary funding programs. 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 April 1, 2021)*

4/02/21 RCTF/RTPA CAPTI Discussion
 4/02/21 Best Management Practices Committee Webinar – Caltrans
 4/05/21 EDCTC Staff Meeting
 4/05/21 SACOG Policy and Innovation Meeting
 4/05/21 Transportation Cooperation Committee Meeting - Caltrans
 4/06/21 CFPG Meeting - Caltrans
 4/07/21 2021 Harvest Season Traffic Meeting – EDC and City of Placerville
 4/08/21 Camino Weekly Update - Caltrans
 4/09/21 US 50 Discussion – Commissioner Dennis Thomas
 4/12/21 EDCTC Staff Meeting
 4/13/21 SACOG/EDCTC/PCTPA Coordination Meeting
 4/14/21 EI Dorado County Debrief - CTC
 4/14/21 Earmark Project Priorities Discussion – EDC and City of Placerville
 4/15/21 Camino Weekly Update - Caltrans
 4/15/21 SACOG Board Meeting
 4/15/21 Green Means Go Discussion – EDC/SACOG
 4/19/21 EDCTC Staff Meeting
 4/19/21 Stimulus - STIP/CRRSAA Guidelines Discussion CTC
 4/19/21 US 50 Placerville Projects – City of Placerville
 4/19/21 Discussion with Rafael Martinez
 4/19/21 ALUC Review –Mead and Hunt
 4/19/21 EDCTC and JPA Discussion – Derek Minnema/Michelle Smira
 4/20/21 CAPTI Workshop
 4/20/21 Caltrans – Sue Takhar
 4/21/21 CTC Commission Equity Advisory Roundtable Meeting
 4/22/21 FSP Operator Interview – Myers Towing
 4/22/21 FSP Operator Interview – Sierra Hart
 4/22/21 FSP Operator Interview – Extreme Towing
 4/22/21 SHSP Steering Committee - Caltrans
 4/22/21 2022 TAMP Fundamentals Workshop
 4/23/21 Green Means Go Discussion - EDC
 4/23/21 US 50 Access Control – Patrick Bishop with Caltrans
 4/23/21 CTC/CalSTA/Caltrans CAPTI Workshop
 4/23/21 Green Means Go Discussion – Commissioner Parlin
 4/26/21 EDCTC Staff Meeting
 4/26/21 EDCTC TAC Meeting
 4/27/21 MTIP Management/Project Coordination Meeting – EDC
 4/27/21 Trade Corridor Enhancement Program Target Methodology Workshop – CTC
 4/27/21 Stimulus Project Discussion – EDCTC
 4/27/21 Rural Counties TFIA Loans for Infrastructure –Sperry Capital
 4/27/21 SACOG/EDCTC/PCTPA Coordination Meeting
 4/29/21 Camino Weekly Update – Caltrans
 4/30/21 May 4, 2021 Board of Supervisor's Meeting Discussion – Rafael Martinez
 5/03/21 EDCTC Staff Meeting
 5/03/21 Agenda Review with Commissioner Turnboo
 5/03/21 Agenda Review with Chair Taylor
 5/03/21 EDC Next Gen Transit – EDCTC Staff and EI Dorado Transit
 5/04/21 Cameron Park ALUC Discussion
 5/05/21 David Turch and Associates
 5/06/21 Camino Weekly Update – Caltrans
 5/06/21 SACOG Transportation Meeting
 5/06/21 SACOG/MTP/SCS Board Discussion
 5/06/21 SACOG Land Use & Natural Resources Meeting