

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** JUNE 4, 2020  
**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**

#### **2020-2040 El Dorado County Regional Transportation Plan (RTP)**

The RTP Policy Element has been posted on the Project web page located online here: <https://www.edctc.org/rtp2040>. The consultant team has submitted the Draft Environmental Impact Report for the RTP to EDCTC. The Draft EIR will be released for the 45-day comment period at the August EDCTC Meeting, in conjunction with the release of the Draft Action Element chapters. Work is progressing on the RTP Action Element chapters, which will include the proposed project lists, consistent with the Goals, Objectives, and Strategies outlined in the Policy Element chapters. The Action Element will be made available for review by the RTP Advisory Committee in July and presented to the EDCTC Board in August.

#### **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 discuss potential alternatives to be carried forward. Fehr and Peers is now developing the alternatives in conjunction with Caltrans who is developing cost estimates for those alternatives. Alternatives will be presented to the EDCTC and public in late 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. A property and business owner survey has been released to garner input from stakeholders. The consultant team has prepared a draft land use and transportation scenario matrix for review by project team members. EDCTC and project team members have developed strategies for public engagement under the circumstances of the Coronavirus. Public engagement will be conducted in a series of three education videos followed by an interactive online meeting. Public engagement is anticipated to begin in September 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. Fehr and Peers is currently working with El Dorado County staff to complete the technical updates to the model. Once complete, El Dorado County will be able to use vehicle miles travelled as a metric to analyze transportation and land use projects.

## 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 meeting. EDCTC staff worked with the City and Caltrans and submitted the funding allocation requests to the CTC for the June meeting. The new project schedule shows the construction contract award in early winter of 2021.

### **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 27<sup>th</sup> 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 the sidewalk along upper Broadway as well as the new transit stop near Grocery Outlet.

### **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.

### **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 Fall of 2020.

### **Placerville Station II**

The project is in the gravel lot adjacent to the existing Placerville Station (Mosquito Park and Ride) north of US 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 summer of 2020.

## 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 awarded the contract to Security Paving, Inc. in the amount of \$26,932,859 for Phase 1, the full median barrier and undercrossing at Lower Carson Road. Caltrans expects to begin construction on Phase 1 in 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 also applied for Phase 2 for the Federal BUILD program in early May.

### **Caltrans Annual Coordination Meeting**

Caltrans will be facilitating their annual El Dorado County/City of Placerville coordination meeting on June 16<sup>th</sup>, from 10:00 to 12:00. The meeting will be held virtually and will include EDCTC staff and the Chair and Vice Chair, El Dorado County planning and DOT, El Dorado Transit, the City of Placerville, and SACOG. Each agency or jurisdiction will have an opportunity to share issues and opportunities that concern their respective efforts. Some of the issues EDCTC plans to discuss include the Western Placerville Interchanges project, the Camino Safety Project, maintenance and project coordination on the state highway, Placerville/US 50 traffic concerns, and Apple Hill. A full report out will be presented to the EDCTC following the meeting.

## **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.

The May revise, released March 14, reflects a roughly 8% reduction in expenditures totaling \$203.3 billion. The portion of the budget going toward general government agencies took the biggest hit. Some agencies were impacted more than others, for example the line item for "transportation" shows a 17.3% reduction from FY 2019/2020. California is constitutionally required to enact a balanced budget. Therefore, the May revise proposes the following to make up the shortfall imposed by the COVID 19 economic crisis.

- Cancel \$6.1 billion in program expansions and spending increases
- Redirecting \$2.4 billion in extraordinary payments to CalPERS to temporarily offset the state's obligations to CalPERS in 2020-21 and 2021-22.
- Reflects savings increased efficiency in state operations now and into the future.
- Draw down \$16.2 billion in the Budget Stabilization Account (Rainy Day Fund) over three years, and allocate the Safety Net Reserve to offset increased costs in health and human services programs over the next two years.
- Withdrawal of \$8.3 billion, including \$7.8 billion from the Rainy Day Fund and \$450 million from the Safety Net Reserve in 2020-21.
- Borrow and transfer \$4.1 billion from special funds.
- Temporarily suspend net operating losses and temporarily limit to \$5 million the amount of credits a taxpayer can use in any given tax year.
- Reflect the Administration's nationwide request of \$1 trillion in flexible federal funds

The full budget summary for the FY 2020-2021 May revise can be found here:

<http://www.ebudget.ca.gov/budget/2020-21MR/#/BudgetSummary>.

### **Road Repair and Accountability Act (SB 1)**

Some of the statewide transportation grant programs deadlines have been extended due to the shelter in place directives. However, in an attempt to help restart and sustain the economy the CTC is continuing with many of the competitive SB 1 transportation funding programs. EDCTC is working closely with City and County staff to develop a list of projects which are "shovel ready" to compete for these funds. EDCTC is working closely with their partners to submit various projects for the competitive SB 1 grant programs.

### **State Transportation Legislation**

The State Legislature has recently been on recess due to COVID-19, and just returned this past Monday. State legislative bills that we have been 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.
- **AB 2730 (Cervantes D) Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services.**
  - Would require a regional transit agency to enter into an agreement with adjacent agencies to borrow, for compensation, paratransit vehicles and drivers in the event of an emergency that requires the evacuation and relocation of the access and functional needs population.
- **AB 3205 (Salas D) Regions Rise Grant Program.**
  - Would establish the Regions Rise Grant Program within the Governor's Office of Business and Economic Development for the purpose of supporting inclusive, cross-jurisdictional, and innovative processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all.
- **AB 3256 (Garcia, Eduardo D) Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.**
  - Would enact the Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, to authorize the issuance of bonds in the amount of \$6,980,000,000 for an economic recovery, wildfire prevention, safe drinking water, drought preparation, and flood protection program.
- **ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.**
  - Allows ad valorem tax for affordable housing, transit and streets and highways, and other purposes upon 55% voter approval. Requires voter approval.
- **SB 45 (Allen D) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.**
  - Authorizes General Obligation Bond Law to finance projects for infrastructure related water, flood, and fire protection needs. Requires voter approval.

- **SB 1238 (Hueso D) Department of Transportation: highways and roads: recycled plastics study and specifications.**
  - Would require the Department of Transportation to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road.
- **SB 1291 (Committee on Transportation) Federal Statewide Transportation Improvement Program: submissions.**
  - Current law requires each transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the Department of Transportation for incorporation into the Federal Statewide Transportation Improvement Program, This bill would provide that an agency is not required to submit a Federal Transportation Improvement Program for 2020.
- **SB 1351 (Beall D) Transportation planning.**
  - Current law requires transportation planning agencies to conduct certain transportation planning and programming activities, including to prepare and adopt regional transportation plans. Current law authorizes agencies to allocate up to 3% of their annual revenues for transportation planning and programming processes, and alternatively authorizes the allocation of a greater amount upon approval by the Director of Transportation. This bill would prohibit the director from approving an allocation of an amount greater than 5% of a transportation planning agency's annual revenue.

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

On June 3, 2020, Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR), released text of the *Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act*. The Committee will consider the INVEST in America Act at a Committee markup scheduled for Wednesday, June 17<sup>th</sup>. The current surface transportation authorization expires September 30<sup>th</sup>.

The INVEST in America Act authorizes nearly \$500 billion over five years to address some of the country's most urgent infrastructure needs, including:

- Roadway, bridge, and transit maintenance
- Resilient infrastructure investment
- Designing streets that are safer for all road users, including pedestrians and cyclists
- Putting the U.S. on a path toward zero emissions caused by the transportation sector
- Increasing funding for public transit with tools such as bus-only lanes and priority signaling
- Making investments in Amtrak to create a robust, reliable, and safe rail system
- Improving access to Federal funding to help communities around the country undertake transformative projects that are smarter, safer, and made to last

The INVEST in America Act also accounts for the economic downturn caused by the global pandemic and ensures States, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis. The INVEST in America Act authorizes a sharp increase in funding to continue current programs in the first year of enactment of the bill (FY 2021) with wider policy implementation occurring in FY 2022. A complete summary of the bill can be found here: <https://transportation.house.gov/download/2020-invest-in-america-bill-summary>.

**EVENTS AND MEETINGS ATTENDED** *(since the last Commission meeting May 7, 2020)*

05/12 Metro Chamber Transportation Committee  
05/12 Secretary Chao – INFRA Discussion  
05/13-14 CTC meeting  
05/14 ATP Planning with City  
05/14 State Funding Webinar  
05/14 CalSTA on May Revise  
05/15 RCTF meeting  
05/19 Highway 50 Traffic meeting with City  
05/19 Caltrans – Sue Takhar  
05/20 HOT Spots Check In  
05/21 SACOG Board meeting  
05/26 TAC meeting  
05/27 EDCTC Budget Review with Chair Frentzen and Commissioner Borelli  
05/28 TCC meeting  
05/28 CTC SHOPP Guidelines