

EXECUTIVE DIRECTOR'S REPORT

DATE: MARCH 4, 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

EI Dorado Hills Business Park Community Transportation Plan

Funded with \$144,000 in Federal Highway Administration State Planning and Research funding, this plan is working to address the increasing development interests in the area near the EI 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. 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. An outline of the draft plan has been prepared by the consultant and is being reviewed by EDCTC staff. An additional project development team meeting will be held in early 2021.

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 System User Analysis, Investment Strategy and Access Control Action Plan (US 50 Corridor Plan). EDCTC has entered into a Professional Services Agreement with Wood Rodgers to prepare the US 50 Corridor Plan. The first project development team meeting was held on January 29, 2021. EI Dorado County, the City of Placerville, and Caltrans were in attendance. A circulation map has been prepared for the Pilot Program in the City of Placerville and preliminary estimates have been developed for the public outreach associated with the Pilot. Wood Rodgers is now working on development of the cost estimate for deployment of the Pilot elements including extending signal timing for multiple hours, enforcement, staging and removal of signage and/or barriers, etc. The full cost estimate is anticipated to be available by the end of March to provide time to identify funding to support implementation in the fall of 2021.

COORDINATION, OUTREACH, AND ADVOCACY

EL DORADO COUNTY

Cycle Five Active Transportation Program (ATP) Grant Applications

In August 2020, EDCTC programmed Congestion Mitigation and Air Quality (CMAQ) funds to three EI Dorado County projects as grant match for ATP Cycle 5 applications. In the event some or all applications are not awarded funding, the CMAQ will return to EDCTC for future programming.

EDCTC staff worked closely with EI Dorado County to review, edit, and support five applications for Cycle 5 of the ATP. The five applications included the following projects:

- Pony Express Trail Bicycle and Pedestrian Improvements: \$1,440,000
- Ponderosa Road Bicycle and Pedestrian Improvements: \$496,000
- Golden Center Drive/Forni Bicycle and Pedestrian Improvements: \$1,982,000
- EI Dorado Trail, Missouri Flat Road Pedestrian Overcrossing: \$5,129,000
- Diamond Springs Parkway Phase 1B: \$1,000,000

The California Transportation Commission (CTC) staff recommendations for the statewide ATP round were released on February 15, 2021 and **included \$1,440,000 for the Pony Express Trail Bicycle and Pedestrian Improvements in Pollock Pines**. This is a great success for El Dorado County as the ATP program is very competitive, oversubscribed, urban centric, and underfunded.

County DOT also submitted the applications for the regional SACOG ATP funding round. These regional ATP awards will be announced in mid-April 2021.

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. Tree removal began in February with construction of the eastbound on-ramp to begin in spring 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. 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 begin construction in spring 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 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 and cultural studies will be completed in winter of 2020. City submitted their ATP Cycle 5 application to the state on September 15, 2020. CTC staff recommendations for statewide and small urban and rural portions of ATP Cycle 5 program were posted February 15, 2021 and the project was not awarded state ATP Cycle 5 funding. The City submitted their ATP Cycle 5 Regional applications to SACOG on Thursday, December 3, 2020, with SACOG staff recommendations expected to be announced mid-April 2021

Placerville Station II

The project is in the gravel parking 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. The Mosquito Phase I utility work needs to finish before the Mosquito Phase II will pave Mosquito Road in September/October, then Placerville Station II will start construction. The City released the project for public bidding on August 25, 2020, but the project has been delayed by utility relocation efforts in consultation with PG&E. 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 scheduled to go to construction in May 2021.

EL DORADO TRANSIT AUTHORITY

Zero Emission Bus (ZEB) Fleet Conversion Plan

In 2019, EDCTC received a FY 2020-2021 Caltrans Sustainable Transportation Planning grant for \$180,000 (with \$45,000 of local matching funds) 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.

EDCTC released the RFP on September 3rd and awarded the contract to Stantec on November 5, 2020. The project kickoff meeting was held via Zoom on November 23, 2020 with staff from El Dorado Transit, Caltrans, EDCTC, Stantec, and AIM Consulting. A site visit was held on Friday, January 22, 2021 to understand El Dorado Transit's daily operations, review the available interior and exterior space, maintenance facilities, dispatching protocols, bus maintenance schedule, and bus procurement process. Stantec provided the existing conditions report on February 25, 2021 with comments due from EDCTC and El Dorado Transit by March 12, 2021. Public outreach is scheduled to begin in spring 2021.

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. Mainline work for this area includes removing the existing median barrier in preparation of shifting traffic to start the bridge undercrossing construction. A portion of Carson Road has one lane open during this current phase of construction. Additional changeable message boards have been added to the project area to inform the travelling public of this lane shift. EDCTC staff has been participating in weekly project meetings to ensure impacts are mitigated for seasonal traffic and safety. EDCTC is working with El Dorado County and Caltrans to develop an application for future stimulus funding and/or discretionary federal funding to support Phase 2, the interchange at upper Carson Road.

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.

Transportation Data and Analytics

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. The proposal is broken down into the following topic areas:

- COVID-19 Vaccinations
- Economic Recovery and Job Creation
- Education, Child Care, and Workforce Development
- Health Care Affordability and Aging
- Housing and Homelessness
- Emergency Response and Preparedness

- Climate Change
- Environmental Justice
- Results-Oriented Government and Digital Transformation

Economic recovery is also a focus of the proposal to build upon the investments made to address pandemic relief. This includes \$777.5 million for a California jobs initiative for job creation, regional development, and climate innovation. Furthermore, the proposal includes the affordability of housing and health care as well as increasing the state's minimum wage to \$14 per hour.

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

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

In conjunction with the 2021-2022 budget proposal, the Governor has also released a 2021 Five Year Infrastructure Investment Plan. This five-year plan is focused on strategic and targeted investments in infrastructure that can be leveraged to contribute to California's economic recovery. The plan will invest to make statewide infrastructure more resilient to climate change, earthquakes, and other risks to avoid greater disaster response spending in the future. The plan places priority on projects which can be delivered quickly, contributing to job creation across multiple sectors of the economy. Additionally, a focused investment in broadband expansion is included in this plan to help expand tele-work, tele-education, and tele-medicine while reducing greenhouse gas emissions and vehicle miles travelled. The plan also focuses on the Governor's direction toward a zero-emission vehicle future with targeted investment in electric vehicle charging and hydrogen fueling stations across California.

The 2021 Five Year Infrastructure Plan can be accessed here: <http://www.ebudget.ca.gov/2021-Infrastructure-Plan.pdf>.

Road Repair and Accountability Act (SB 1)

Funding programs contained within SB 1 are based on a biennial basis. Those competitive programs are administered through an application process followed by a review resulting in a staff recommendation to the CTC. The next cycle of SB 1 competitive funding will begin in winter/spring of 2022. Currently, the ATP is the only funding program with an open call for projects for which agencies are seeking competitive funding and will close in late March 2021.

Local Partnership Program (LPP)

El Dorado County DOT applied for the 2020 LPP competitive funding round requesting \$5.32 million for the Diamond Springs Parkway Phase 1B. On November 16, 2020, the CTC staff recommendation was released and included the requested funding in the recommended projects list. This award reflects a great collaboration between the County and EDCTC. This award of LPP funding is a great success for El Dorado County amongst a pool of 62 applications requesting a total of \$647 million.

State Transportation Legislation

The State Legislature reconvened on January 4, 2021. In addition to pandemic relief, the focus of the Legislature remains on three issues, housing, police reform, and racial justice and equity, not transportation. Some of the bills that we have been tracking include the following:

- **AB 5 Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan**
Existing law continuously appropriates 25% of the annual Greenhouse Gas Reduction Fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021-2022 and 2022-2023 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund.

- **AB 11 (Ward D) Climate change: regional climate change authorities.**
Would require the Strategic Growth Council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.
- **AB 14 (Aguiar-Curry D) 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 52 – California Global Warming Solutions Act of 2006: Scoping Plan Updates: wildfires.**
Current law continuously appropriates 35% of the annual proceeds of the Greenhouse Gas Reduction Fund (fund) for transit, affordable housing, and sustainable communities' programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires.
- **AB 106 (Salas D) 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 (Boerner Horvath D) 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 261 (Seyarto R) Authorized emergency vehicles.**
Would permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services.
- **AB 284 (Rivas, Robert D) California 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 (Gallagher R) 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 (Lee D) 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 786 (Cervantes D) California Transportation Commission (CTC): executive director.**
Current law requires the CTC to appoint an executive director for the CTC who serves at the pleasure of the CTC. This bill would instead require the executive director of the CTC to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.
- **AB 840 (Holden D) Transportation: interregional connectivity.**
Would express the intent of the Legislature to later enact legislation that would increase interregional connectivity for Californians across counties and improve interconnectivity across modes of transit and pursue opportunities to meet the state's environmental goals through evidence-based public planning that prioritizes diverse public transit options and active transportation infrastructure.

- **AB 1035 (Salas D) 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 (Grayson D) 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 (Daly D) 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 (Davies R) 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.
- **AB 1141 (Frazier D) Wildfires: Wildland Urban Interface Fire Research Center.**
Current law establishes various programs for the prevention, detection, and mitigation of wildfires. This bill would express the intent of the Legislature to enact subsequent legislation that would develop and fund a Wildland Urban Interface Fire Research Center that specifically addresses the wildland urban interface fire problem and needs of wildfire prevention, detection, and mitigation planning, building, and response, and related economic, insurance, and modeling practices in the state.
- **AB 1154 (Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.**
Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency that are specifically recommended by the State Board of Forestry and Fire Protection that improve the fire safety of an existing subdivision if certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

- **AB 1209 (McCarty D) Transportation planning: Sacramento Area Council of Governments: Green Means Go Grant and Loan Program.**
Would require the Sacramento Area Council of Governments (SACOG), upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined. The bill would require SACOG, on or before November 1, 2023, and annually thereafter, to submit a report to the Legislature describing the development and administration of that program, number of moneys awarded pursuant to that program, and status of projects for which that program's moneys were awarded.
- **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 (Dodd D) 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.
- **SB 339 (Wiener D) Vehicles: road usage charge pilot program.**
Current law requires the Chair of the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

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 will be releasing the draft for public review and comment in mid-March with a presentation to the CTC on March 24, 2021.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

As the Biden administration takes shape and fills appointments, we are seeing some focus on investments in transportation infrastructure. With the \$1.9 trillion stimulus package approval in the House, the Senate is expected to vote on it as early as March 3. While the stimulus is focused on economic recovery and public health, California is expected to receive over \$900 million. EDCTC staff is now meeting with other state and regional agencies to advocate for a portion of the funding. Discussions are focused around which formula mechanism to use to distribute the funding. Based on current discussions, EDCTC is poised to receive between roughly \$1.25 and \$2 million in stimulus funding through either the State Transportation Improvement Program or Surface Transportation Block Grant Program, respectively. We are already working with our local partners to identify transportation improvements which are well positioned to utilize this funding quickly.

Based on discussions with the EDCTC Advocacy team of David Turch and Associates, we expect to see another more robust infrastructure stimulus package this calendar year. The plan already being discussed has been titled "Build Back Better" and is anticipated to include about \$2 trillion on infrastructure investments. The new Transportation Secretary Pete Buttigieg has acknowledged that a long-term transportation funding solution is a top priority.

In more breaking news, there is a likelihood that Federal earmarks will return after an 11-year slumber for both the Fiscal Year 2022 federal appropriations process, as well as the reauthorization of the surface transportation bill. The House Appropriations Committee just released a factsheet on what they are calling **Community Project Funding** (see attachment). EDCTC staff will be working closely with our partners to prepare projects which have potential to receive this Federal discretionary funding.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting February 4, 2021)*

2/04/21	SACOG Transportation Meeting
2/05/21	US 50 Hot Spot Discussion – Luke McNeel-Caird
2/08/21	SACOG Policy & Innovation Meeting
2/08/21	SACOG Strategic Planning Meeting
2/09/21	COVID Relief Workshop Via CTC H.R. 133 Stimulus
2/10/21	EDCTC and Caltrans Meeting – Sue Takhar
2/11/21	Caltrans Camino Update – Clark Peri
2/16/21	EDCTC and City of Placerville HIP Meeting
2/16/21	EDCTC and Caltrans Meeting – Sue Takhar
2/17/21	US 50 Hot Spot Recreational Travel Stakeholder Meeting
2/18/21	Caltrans Camino Update – Clark Peri
2/18/21	SACOG Board Meeting
2/19/21	AB 783 Discussion – Bill Higgins
2/22/21	EDCTC and El Dorado County DOT Debrief (DTA) – Rafael Martinez
2/22/21	Meeting to Discuss the CAPTI/ITSP Capacity Issue
2/22/21	EDCTC TAC Meeting
2/23/21	CFPG Meeting with Caltrans – Abhijit Bagde
2/24/21	EDCTC and El Dorado County Coordination Meeting
2/24/21	Annual Staff Performance Review
2/24/21	EDCTC and Caltrans – Amarjeet Benipal

2/25/21	Caltrans Camino Update – Clark Peri
2/25/21	Annual Staff Performance Review
2/26/21	CAPTI Workshop for RCTF and NSSR
3/01/21	Agenda Review with Kara Taylor
3/01/21	Camino Infra Application Discussion – El Dorado County DOT
3/03/21	Agenda Review with George Turnboo
3/04/21	Caltrans Camino Update – Clark Peri
3/04/21	SACOG Transportation Meeting



COMMUNITY PROJECT FUNDING
Reforms for Transparency and Accountability

New Reforms

In addition to adhering to the House Rules (House Rules XXI and XXIII), the House Appropriations Committee is enforcing a series of important reforms to guarantee that Community Project Funding is dedicated to genuine need and not subject to abuse. These include:

Public Transparency and Accountability

- **All Requests Online**: Members are required to post every Community Project Funding request online simultaneously with their submission to the Committee. The website must be searchable. The House Appropriations Committee will establish an online “one-stop” link to all House Members’ project requests.
- **Early Public Disclosure**: To facilitate public scrutiny of Community Project Funding, the Committee will release a list of projects funded the same day as the Subcommittee markup, or 24 hours before full committee consideration if there was no Subcommittee markup.
- **No Financial Interest**: Members must certify to the Committee that they, their spouse, and their immediate family have no financial interest in the projects they request. *This is an expansion beyond the underlying requirements in House Rules in order to cover immediate families of Members.*

Limited Approach

- **Ban on For-Profit Recipients**: There is a ban on directing Community Project Funding to for-profit grantees. Members may request funding for State or local governmental grantees and for eligible non-profits.
- **Cap on Overall Funding**: The Committee will limit Community Project Funding to no more than 1 percent of discretionary spending, a recommendation of the bipartisan House Select Committee on the Modernization of Congress.
- **Member Requests Capped**: The Committee will accept a maximum of 10 community project requests from each member, though only a handful may actually be funded.

Rigorous Vetting

- **Mandatory Audit**: The Committee will require the Government Accountability Office to audit a sample of enacted community project funding and report its findings to Congress.

Community Support

- **Demonstrations of Community Engagement**: Members must provide evidence of community support that were compelling factors in their decision to select the requested projects. This policy was recommended by the bipartisan House Select Committee on the Modernization of Congress.

Existing Standards

These reforms build on the requirements for accountability and transparency that are part of Rule XXI, clause 9 and Rule XXIII, clauses 16 and 17 of the Rules of the House. Those existing rules require the following:

- **No Member Financial Interest**: The rules forbid any Member from pursuing Community Project Funding to further his or her financial interest, or that of his or her spouse. Each Member requesting Community Project Funding must certify in writing that there is no such interest and make that certification available to the public. *As noted above, the new Committee reforms will expand this requirement beyond existing House Rules.*
- **Request in Writing**: Any Member requesting Community Project Funding must do so in writing, including the Member's name, the name and location of the intended recipient, and the purpose of the spending item.
- **Committee Consideration**: When reporting legislation containing Community Project Funding, the Committee is required to identify each item (including the name of each Member requesting the item) in the corresponding committee report or joint explanatory statement, and make it publicly available online in a searchable format.
- **Disclosure Before Floor Consideration**: The rules prohibit a vote on a bill or a vote on adoption of a conference report, unless the chair of the committee, certifies that a complete list of Community Project Funding has been publicly available for at least 48 hours.
- **Point of Order Against New Projects in Conference Reports**: A point of order may be raised against a provision of the conference report if it includes Community Project Funding that was not included in either the House or Senate bills.

David Turch and Associates

TO: El Dorado County Transportation Commission
FROM: Alexander Perez
DATE: March 3, 2021
RE: February Monthly Report

During February, in collaboration with Mr. Deloria, David Turch & Associates (DTA) organized a debrief with the Department of Transportation (DOT) and EDCTC. The debrief involved participants including the program director for the DOT “Better Utilizing Investments to Leverage Development” (BUILD) grant program. In 2020 EDCTC applied for a BUILD grant for “US 50 Camino Corridor Safety and Community Access Mitigation Project Phase 2”. That application was denied.

We at DTA wanted to understand the reasons for the denial and more, in cooperation with EDCTC, how to achieve success in the next round. That debrief gave us a detailed outline of the application scoring method and where EDCTC fell short on that scale. DOT officials indicated the project was not recommend to the DOT Secretary. During our briefing DOT officials gave EDCTC specific suggestions of how to improve the project application for resubmission in FY 2021.

Infrastructure and Surface Transportation

The Senate Committee of Environment and Public Works held a hearing on February 24 entitled “Building Back Better: Investing in Transportation while Addressing Climate Change, Improving Equity, and Fostering Economic Growth and Innovation.” Chairman Carper (D-DE) was proud of the accomplishment of producing a bipartisan bill in the last Congress, and he wants to build on it. Clearly, his focus will be on equity in developing transportation along with climate change and resiliency.

The need to address the shortfall of gas/diesel tax collection was an issue brought up by several members. It was noted that GM announced that by 2035 they would only be selling electric/hydrogen powered vehicles. As a result by 2050 there would be no taxes collected. No witnesses wanted to address the need for a new funding stream outside of mentioning the vehicle miles traveled (VMT) pilot programs. Chairman Carper did say that his staff has solicited Senate staff for policy priorities to be considered in the section of the bill drafted by the EPW Committee. He also said he will be drafting the highway section in the Spring and hope to have it marked up before Memorial Day.

Ranking Minority Member Capito (R-WV) stressed that the highway review process is too long averaging 7 years, broadband expansion should happen at the same time roads and highways are built, and that she does not like Senator Sanders (I-VT) idea of a multitrillion dollar bill with many programs in it. Senator Sanders during his time did not address her concern over a possible large bill.