

EXECUTIVE DIRECTOR'S REPORT

DATE: FEBRUARY 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

Regional Transportation Plan 2020-2040

The Final Regional Transportation Plan (RTP) 2020-2040 and Final EIR were adopted and certified at the November 2020 EDCTC meeting. All documents associated with the Final RTP and EIR have been posted on the Project web page located online here: <https://www.edctc.org/rtp2040>.

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, City of Placerville, and Caltrans partners were in attendance.

COORDINATION, OUTREACH, AND ADVOCACY

EL DORADO COUNTY

Cycle Five Active Transportation Program (ATP) Grant Applications

EDCTC staff worked closely with EI Dorado County DOT 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

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, 2020 California Transportation Commission meeting. EDCTC worked

closely with the City of Placerville and Caltrans to finalize the Stormwater Data Report on September 4, 2020. 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 has recently begun.

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 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 PA&ED/PS&E and ROW phases. Environmental and cultural studies will be completed in winter of 2020. The City submitted an Active Transportation Program Cycle 5 application to support construction on September 15, 2020. The ATP Cycle 5 CTC staff recommendations will be posted by February 15, 2021.

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. The Mosquito Phase I utility project needs to finish, then 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 April 2021.

EL DORADO TRANSIT AUTHORITY

Zero Emission Bus Fleet Conversion Plan

On October 16, 2019, EDCTC submitted a FY 2020-2021 Caltrans Sustainable Transportation Planning grant application 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 (ZEB) 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. The project will also prepare El Dorado Transit's required ZEB Rollout Plan for submission to CARB by July 1, 2023. 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.

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 ultimately safety.

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 the active transportation trails and routes in the Sacramento region, including the existing and planned facilities in El Dorado County.

Telework Program

EDCTC staff has been tracking SACOG's effort toward support and expansion of telework throughout the region. Never has telework been implemented as broadly as it is today and SACOG is working to identify the means to continue telework efforts beyond the confines of the pandemic.

Transportation Database Training

EDCTC staff has been working with SACOG staff to become familiar with the Replica Transportation Modeling data platform. This database is a comprehensive set of "big data" which includes a multitude of data points related to transportation, land use, and other socio-economic metrics.

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

Pandemic and economic relief is focused on those who need it most including people who have lost their jobs or small businesses, or those who are facing eviction. The proposal prioritizes equity in education with approximately \$90 billion directly targeting schools, the highest level of investment in California's history. This historic investment will target the inequitable impacts of the pandemic on schools and families, including \$2 billion to support and accelerate safe returns to in-person instruction, \$4.6 billion to help students bounce back from the impacts of the pandemic and \$400 million for school-based mental health services.

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)

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 the corona virus, 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**
 - Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021–22 and 2022–23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund.
- **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. Current law requires the department to develop guidelines to facilitate the installation of a broadband conduit on state highway rights-of-way. 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.
- **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.

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 included 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.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

As the Biden administration begins to take shape, we are seeing several efforts focused on infrastructure. While the pandemic relief package is still stalled in the legislature, plans for large scale infrastructure investments have been proposed. Based on discussions with the EDCTC Advocacy team of David Turch and Associates, we expect to see an infrastructure proposal later this month. The plan already 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.

EDCTC staff has started working with the City, County, and Transit to identify shovel ready projects which may be able to capitalize on any stimulus or other Federal transportation package. In the meantime, David Turch and Associates has provided an update which is attached to this report.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting November 5, 2020)*

12/04/20 US 50 Corridor System User Analysis, Investment Strategy and Access
Control Action Plan Debrief – DKS Associates

12/04/20 Meeting to Discuss Western Placerville Interchanges 2.2

12/10/20 Caltrans Camino Update – Clark Peri

12/10/20 EDCTC/PCTPA/SACOG Meeting

12/10/20 Meeting to Discuss Critical Transportation Issues

12/15/20 Caltrans and EDCTC Meeting – Sue Takhar

12/16/20 Planning Workshop – Jerry Barton and Dan Bolster

12/17/20 SACOG Board Meeting

12/17/20 Draft Prioritization of the Adaptive Management Strategies – Alex Padilla
Caltrans

12/18/20 Western Placerville Interchange 2.2 Discussion – City of Placerville and
Caltrans

12/31/20 Caltrans Camino Update – Clark Peri

01/06/21 EDCTC/PCTPA/SACOG Meeting

01/07/21 Caltrans Camino Update – Clark Peri

01/12/21 CFPG Meeting

01/13/21 EDCTC/PCTPA/SACOG Meeting

01/13/21 Incoming Commissioner Briefing – Wendy Thomas

01/13/21 EDCTC and EDC Discussion – Rafael Martinez

01/13/21 Meeting with SACOG Staff

01/13/21 US 50 Corridor Coordination Call – City of Placerville, EDC, and Caltrans

01/14/21 Urban Surface Transportation Block Grant Program Funding Programming
Discussion with EDC

01/14/21 Caltrans Camino Update – Clark Peri

01/14/21 Planning Workshop – Jerry Barton and Dan Bolster

01/15/21 RCTF Meeting

01/15/21 Draft 21/22 EDCTC Budget Review – Karen Thompson

01/19/21 Incoming Commissioner Briefing – George Turnboo

01/19/21 Caltrans and EDCTC Meeting – Sue Takhar

01/20/21 Discussion with Lori Parlin

01/20/21 US 50 Hot Spot Recreational Travel Stakeholder Meeting

01/21/21 Caltrans Camino Update – Clark Peri

01/21/21 SACOG Board Meeting

01/25/21 EDCTC TAC Meeting

01/25/21 Discussion with George Turnboo

01/26/21 RTPA Meeting

01/28/21 Caltrans Camino Update – Clark Peri

01/28/21 EDCTC Fiber Update with RTS

01/28/21 US 50 Corridor Plan Discussion with Caltrans

02/01/21 Agenda Review with Kara Taylor

02/03/21 Agenda Review with George Turnboo

02/03/21 EDCTC/PCTPA/SACOG Meeting

02/04/21 Caltrans Camino Update – Clark Peri

David Turch and Associates

Report from DC

February 2, 2021

Happy Groundhog Day

Unlike the movie, things are changing rapidly in Washington this week.



President Biden and Congressional moderates will be meeting, working to find agreement on a COVID relief package. A group of 10 moderate Republican Senators propose lower direct payments to individuals and dependents while also lowering the income cap for qualifying for the direct assistance. It also includes funding for schools, childcare, small business aid and nutrition assistance, but no funding for state and local governments to help with vaccinations or testing.



The President says he is working to earn Republican support for a relief package and will meet with Senators this week. However, Democratic Congressional leaders are laying the groundwork to pass legislation without Republican support in the event a compromise cannot be reached. Such a strategy requires the use of a technical process called “reconciliation” which would avoid the possibility of a filibuster in the Senate. But assuming unified GOP opposition, reconciliation will require the support of every Senate Democrat plus the vote of Vice President Harris to break the resulting 50-50 tie. One Senator, moderate Democrat Joe Manchin of West Virginia may hold the key to that strategy. Watch this space as the drama unfolds.

Confirmation hearings for the new cabinet continue apace. This week the House and Senate plan to begin debate on Fiscal 2021 budget resolutions. Passage of these resolutions would make the reconciliation process discussed above possible. Leaders are aiming toward a March deadline, when the current enhanced unemployment benefits are set to expire.

Complicating all this is the February 9 start of the impeachment trial of former President Trump. The trial is expected to acquit the former president. 67 votes are required to convict, and 45 Senate Republicans have already voted that the current process is unconstitutional.

Meanwhile, President Biden continues to sign dozens of executive actions affecting the pandemic, the economy, employment, immigration, social justice and climate change.



The news about COVID vaccines continues to be excellent, but the public discussion is more negative than the facts warrant. All of the approved vaccines have eliminated COVID-10 deaths and drastically reduced hospitalizations. The pandemic is far from over, but the trends are better, with infections and deaths beginning to decline.

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