

EXECUTIVE DIRECTOR'S REPORT

DATE: AUGUST 6, 2020
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

The following is an overview of the issues, projects, and coordination currently being advanced by EDCTC.

TRANSPORTATION PLANNING

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

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 Action Element was distributed to the RTP Advisory Committee in July and will be presented to the EDCTC Board in August for approval. The Draft Financial Element and Draft EIR will both be presented to the EDCTC Board in September. The Final RTP and EIR will be presented to the EDCTC Board for approval in November 2020.

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. EDCTC realized a need to include public engagement, and therefore secured Caltrans grant funding to present alternatives to the public and local partners.

The project team met in July to discuss the four draft alternatives to be carried forward. Fehr and Peers has developed video simulations for the four alternatives, and Caltrans provided planning level cost estimates for each. The draft alternatives and cost estimates are being reviewed by the project team now. AIM consulting is developing a virtual stakeholder and public outreach video now to be presented in September 2020. The stakeholder and public outreach will include virtual presentations of the alternatives and provide the public and stakeholders another opportunity to provide input. Once the outreach is concluded, AIM consulting will summarize the input received and present this to the EDCTC in November.

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 educational 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 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 and the City of Placerville will be able to use vehicle miles travelled as a metric to analyze transportation and land use projects as is required under SB 743.

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 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 27th and has concluded. Construction began during the last week of February due to the prolonged dry and warm weather. Work continues with paving from Smith Flat Road to the Tijuana Taqueria.

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 and is currently under construction.

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. The Mosquito Phase I utility project needs to finish at the end of August, then Mosquito Phase II will pave Mosquito Road in September/October, then Placerville Station II will start construction. The

City plans to release Placerville Station II for public bidding in late August. The project is scheduled to go to construction in late Fall of 2020.

EL DORADO TRANSIT AUTHORITY**Zero Emission Bus Fleet Conversion Plan**

On October 16, 2019, EDCTC submitted a FY 2020-21 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*. On June 18, 2020, EDCTC received a letter from Caltrans confirming award of the \$180,000 planning grant. 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.

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 at Lower Carson Road. Caltrans is working through issues related to utility impacts and anticipates beginning work in August 2020. EDCTC will continue to seek funding to support Phase 2, the partial interchange at Upper Carson Road.

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), 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. As Chair of the Rural Counties Task Force (RCTF) Executive Director Deloria has been working with CalSTA and Caltrans to develop investment strategies and an action plan that does not adversely impact project delivery in rural counties.

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 proposed 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 program deadlines have been extended due to the Covid 19 pandemic. 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 returned from their summer recess on July 27th to finish the final legislative session for the year. August 31 is the last day for each house to pass bills with September 30 being the final day the Governor can sign or veto bills. Some of the State legislative bills that we have been tracking include the following:

- **AB 2730 (Cervantes D) Access and functional needs: local government: agreement for emergency management and transportation.**
 - Would require a county, including a city and county, to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county's emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county.
- **AB 3153 (Rivas, Robert D) Parking and zoning: bicycle and car-share parking credits.**
 - Would require a local agency, as defined, to allow an applicant for a housing development project to reduce the number of motor vehicle parking spaces that they would otherwise be required to provide based on the number of long-term bicycle parking spaces and car-sharing spaces provided subject to certain limitations, as specified. The bill would provide that a parking reduction allowed pursuant to these provisions does not reduce or increase the number of incentives or concessions to which the applicant is otherwise entitled under a specified provision of the Density Bonus Law.
- **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 (Aguar-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 895 (Archuleta D) Energy: zero-emission fuel, infrastructure, and transportation technologies.**
 - Current law requires the State Energy Resources Conservation and Development Commission, within the limits of available funds, to provide technical assistance and support for the development of petroleum diesel fuels that are as clean or cleaner than alternative clean fuels and clean diesel engines. This bill would instead require the commission, within the limits of available funds, to provide technical assistance and support for the development of zero-emission fuels, zero-emission fueling infrastructure, and zero-emission fuel transportation technologies.
- **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.**
 - Would create the Transportation Improvement Fee Subaccount in the Road Maintenance and Rehabilitation Account and would continuously appropriate the revenues in the subaccount to the Department of Transportation and cities and counties as part of the same appropriation made to those entities from the Road Maintenance and Rehabilitation Account.

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 House Transportation Committee passed the bill on July 1, 2020. The bill was received by the Senate on July 20, 2020 and is yet to be scheduled for a hearing. The current surface transportation authorization expires September 30th.

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 June 4, 2020)*

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| 06/08 | 2020 Harvest Season – COVID 19 Strategy meeting |
| 06/09 | Metro Chamber Transportation Committee |
| 06/09 | CFPG meeting |
| 06/11 | CALACT Legislative Committee |
| 06/16 | EDC Coordination meeting |
| 06/16 | Caltrans Coordination meeting |
| 06/16 | Caltrans / EDCTC meeting |
| 06/18 | SACOG Board meeting |
| 06/19 | ALF Class |
| 06/24 | CTC meeting |
| 06/25 | STA Splits AB1112 |
| 06/29 | EDCTC VCIO meeting with RTS |
| 06/29 | Supervisor Parlin |
| 07/01 | CalCOG Board |
| 07/01 | Broadband in El Dorado County |
| 07/06 | Hot Spot Study Update |
| 07/07 | Caltrans D3 meet and Greet with Wendy Thomas |
| 07/09 | Congressman McClintock SR 49 Confluence Concerns |
| 07/09 | SACOG/CTC meeting |
| 07/14 | Metro Chamber Transportation Committee |
| 07/14 | SACOG – Clint Holtzen |
| 07/15 | Interviews for Executive Assistant |
| 07/17 | Rural Counties Task Force |
| 07/17 | US 50 Hot Spot Estimate – Sue Takhar |
| 07/20 | Harvest Season COVID 19 Strategies |
| 07/20 | US 50 Hot Spot Placerville Next Steps |
| 07/23 | Statewide Transportation Coordination Committee meeting |
| 07/30 | RTPA Meeting |
| 07/31 | ALF Graduation |
| 07/31 | CDAC meeting |
| 08/03 | EO-N-19-19 pre meeting |
| 08/04 | RCTF CalSTA Executive Order N 19 19 Rural Impacts |

David Turch and Associates

TO: El Dorado County Transportation Commission
FROM: Alexander Perez
DATE: August 5, 2020
RE: July Monthly Update

David Turch & Associates (DTA) in July drafted and circulated a letter in coordination with Congressman Tom McClintock and his staff. The letter supports El Dorado County Transportation Commission's (EDCTC) Department of Transportation (DOT) BUILD grant application. The letter was sent to DOT Secretary Elaine Chao requesting consideration of the EDCTC BUILD application for \$21 million in funding for construction of the US 50 Camino Corridor Safety and Community Access Mitigation Phase 2 Project. The project will improve business opportunities by creating a safer and more effective network within the rural agritourism area.

EDCTC Executive Director Woody Deloria requested information on the DOT Rural Opportunities to Use Transportation for Economic Success (ROUTES) program. DTA spoke with DOT officials to gain more insight into the program. ROUTES will analyze the Department's discretionary funding and financing opportunities to ensure rural communities' transportation infrastructure helps the national transportation network meet desired outcomes for safety and economic competitiveness. ROUTES builds on the model pioneered by the Department's Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program's Rural Project Initiative. TIFIA offers lower project-cost thresholds for loan eligibility, subsidized interest rates, and the coverage of fees to encourage the use of the credit program for infrastructure projects in rural areas.

El Dorado County Chief Administrative Officer Don Ashton requested DTA reach out to Treasury Department officials regarding eligible engineering broadband projects for rural California. DTA was able to contact the Counselor to the Secretary in charge of the domestic policy agenda within the Office of the Secretary of the Treasury Steven Mnuchin. We asked the Treasury Department if El Dorado County could use its CARES funds to provide engineering for broadband deployment. DTA stated this was a rural County with many residents lacking broadband necessary for school, telemedicine and working from home. The Treasury official said they failed to see how just the engineering would help with the immediate public health crisis. If broadband engineering was part of a larger package that leads to some deployment, then it might be eligible. The engineering alone would require a very persuasive set of facts and circumstances. DTA continues to search for broadband funding through federal programs.