

EXECUTIVE DIRECTOR'S REPORT

DATE: FEBRUARY 3, 2022
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

State Route 49 American River Confluence Study

EDCTC was awarded \$175,000 in State Highway Account grant funding for the SR 49 Confluence Study ("Study"). On September 2, 2021, EDCTC awarded the contract to DKS and Associates after completing an extensive procurement process. EDCTC staff, DKS, and Caltrans held the grant kickoff meeting on October 22. The initial work on this effort has begun including user analysis and data collection along SR 49. The consultant team has completed on-site data collection and assessments. The project team met on November 30, to finalize the branding and website design. The first stakeholder meeting and first public meeting will be held in February. On Friday January 28, the project team took a tour of the corridor and performed a safety audit.

Greater Placerville Wildfire Evacuation Preparedness, Community Safety, and Resiliency Plan

On June 22, 2021, EDCTC received \$250,000 in Caltrans planning grant funds to complete the Greater Placerville Wildfire Evacuation, Community Safety, and Resiliency Plan ("wildfire plan"). This effort was initiated based on requests from Placerville residents and public agency leaders to address the project area's growing vulnerability to wildfire. The wildfire plan will deliver an evacuation strategy for the Greater Placerville area in El Dorado County. The project area includes the U.S. Highway 50 corridor from Pollock Pines through the City of Placerville and the principal and minor arterials and major and minor collectors in the project area just north and south of U.S. 50. The Notice to Proceed was received from Caltrans on September 22, 2021. Proposals were due Wednesday, February 2, 2022, with interviews scheduled for Thursday, February 10, 2022. The consulting contract is expected to be awarded at the March 3, 2022, EDCTC Board meeting.

COORDINATION, OUTREACH, AND ADVOCACY

CITY OF PLACERVILLE

US Highway 50 Corridor System User Analysis, Investment Strategy, and Access Control Action Plan (US 50 Corridor Plan)

EDCTC was awarded \$185,040 in Strategic Partnerships Transportation Planning grant funding for the US 50 Corridor Plan, now known as "The 50 Fix: Trip the Green Light" project. The project team has developed maps, a narrative, and a detailed traffic management plan outlining turning movements, barriers, detours, and signage. EDCTC and the City of Placerville have collaborated with AIM Consulting to develop a slogan, logo, website narrative, and video script. Due to the Caldor Fire, the "Trip the Green Light" project has been rescheduled to fall of 2022, to allow travel and traffic patterns to return to normal and to ensure useful outcomes from the Proof of Concept. The project team is finalizing the Access Control Action Plan and discussing next steps to determine the weekends and timeframes for which the US 50 signals in Placerville will be tripped to green in fall of 2022. The project team is also working on data collection for the System User Analysis and preparing preliminary information for the Investment Strategy.

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 go out to bid in spring of 2022 and award the construction contract late spring or early summer of 2022. Construction is anticipated to begin summer of 2022.

Placerville Drive Bicycle and Pedestrian Facilities Project

The project will design bicycle facilities and sidewalks along Placerville Drive from west of the US 50 undercrossing to Green Valley Road, and sidewalk on the west side of Green Valley Road from Placerville Drive to Mallard Lane. In June 2016, EDCTC programmed \$1.1 million of Congestion Mitigation and Air Quality (CMAQ) funds to the project. The consulting contract was awarded to Drake Haglan and Associates at the July 10, 2018, City Council meeting. At the March 7, 2019, meeting, EDCTC programmed \$680,303 in CMAQ funds to the project development phases. The City applied for the regional SACOG ATP on Thursday, December 3, 2020. On April 15, 2021, the SACOG Board of Directors awarded \$1.22 million in Regional ATP Cycle 5 funding to the project. The City anticipates completing environmental work in February 2022. EDCTC will be working with the City to develop the Cycle 6 Active Transportation Program grant application in February.

Placerville Station II

This project will construct a 50-space parking lot with new lighting and landscaping improvements including bicycle racks and lockers. The project will also improve the connection to the El Dorado Trail, and Transit, and Amtrak Bus service. The project area is the gravel lot adjacent to the existing Placerville Station (Mosquito Park and Ride) north of U.S. 50. In March 2019, EDCTC programmed \$645,000 in CMAQ funds to the project. The City Council awarded the Construction Management and Inspection Services contract to Coastland Civil Engineering, Inc. at the January 26, 2021, City Council meeting. Placerville anticipates going out to bid in spring 2022, with construction to begin summer of 2022.

EL DORADO COUNTYEL DORADO TRANSIT AUTHORITY**El Dorado County Transit Authority**

El Dorado Transit continues to experience ridership deficits compared to pre-pandemic levels, but ridership has leveled out or started to increase on some services. Compared to November and December 2020, systemwide passenger trips were up 21.1% in November 2021 were up 11.9% in December 2021.

The County's Adult Day Services program remains closed and the Mother Lode Rehabilitation Enterprises (M.O.R.E.) program is continuing to significantly limit in-person attendance. Although still down from pre-pandemic, day-to-day ridership on the Dial-A-Ride service was up 32.3% in November and 20.5% in December compared to the previous year. ADA Paratransit demand jumped 31.6% in November and 44.7% in December.

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. EDCTC staff has been participating in weekly project meetings to ensure impacts are mitigated for seasonal traffic and safety. The current progress is behind schedule due to several factors. Caltrans is working with the contractor to expedite

project delivery in other areas to account for the delay and the project is scheduled to be completed in the summer of 2022.

SACOG

EDCTC has worked with SACOG to utilize the Replica Transportation Modeling platform to inform the US 50 Corridor Plan. Staff has also been involved in the SACOG led Region Parks and Trails Strategic Development Plan. SACOG has initiated the update of the next Metropolitan Transportation Plan/Sustainable Communities Strategy and EDCTC is heavily involved in this effort. EDCTC is also working with SACOG on a performance measurement-based Project Evaluation Process working group. Over the next few weeks, EDCTC will be working with SACOG to help prepare guidelines for Cycle 6 of the Regional Active Transportation Program.

STATE TRANSPORTATION LEGISLATION AND FUNDING

State Transportation Funding

On January 10, 2022, Governor Newsom released the FY 2022/23 budget proposal totaling \$286.4 billion, which is a nine percent increase from the last year. The State has experienced significant growth in tax revenues, much higher than anticipated, and now has a discretionary surplus projected to reach \$21 billion after billions more are programmed to schools, pension liabilities, and other reserves. This budget proposal serves as the starting point as negotiations will continue through May when the final budget is approved.

The Governor's 2022/23 budget includes nearly \$22 billion for transportation both through the general fund and selected bond funds. This accounts for 7.6% of the overall budget proposal. The transportation investments outlined in the budget proposal aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI), released in July 2021, which details how the state proposes to invest billions of dollars to combat and adapt to climate change while supporting public health, safety, and equity. Within the CAPTI framework the budget specifically addresses the following seven focus areas called out directly in the proposed budget summary:

- Reduce millions of metric tons of carbon dioxide from the environment.
- Advance projects statewide to improve rail and transit connectivity between state and local/regional services—including advancement of the nation's first truly high-speed rail project.
- Enhance safety and access for bicyclists and pedestrians and target critical highway/rail grade separations and grade crossing improvements on key corridors throughout the state to reduce fatalities and injuries on the transportation system.
- Support climate resiliency and reduce risks from climate impacts.
- Remove barriers and connect disadvantaged communities, increasing access to opportunity.
- Deliver transportation projects that support the development of compact or infill housing to help California meet its housing goals.
- Move the state away from fossil fuel-based technologies and toward cleaner transportation technologies, including zero-emission vehicles and clean infrastructure.

To address the high cost of fuel in California, the Governor's budget does include a proposal to forego the annual inflation adjustment to the per gallon fuel excise tax which was put in place through the passage of SB 1 in 2017. This inflation adjustment is scheduled to occur on July 1 of each year. This stay of the inflation adjustment would save Californians an average of about 3 cents per gallon of fuel. With an average fuel economy of modern vehicles at 25.4 miles-per-gallon, and the average Californian driving 12,500 miles per year, resulting in a consumption rate of 492 gallons per person per year which equates to an annual savings of \$14.76 per driver. That said, rural residents typically drive far more miles, drive vehicles with lesser fuel efficiency, and consume more gasoline, as well as higher priced diesel, per year than the average Californian. The revenue lost to the state is estimated to be about \$523 million in 2022/23 based on the estimated 5.6% inflation rate. The administration is

considering backfilling this loss in revenue for local jurisdictions, Cities and Counties, with revenue from the State Highway Account.

More detail on the Governor's 2022-23 Budget can be found here:

<https://www.ebudget.ca.gov/FullBudgetSummary.pdf>

State Transportation Legislation

Some of the bills .

- **AB 14 - Communications: Broadband Services: California Advanced Services Fund (Approved 10/8/21)**

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 41 – Broadband Infrastructure Deployment (Approved 10/8/21)**

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 (Approved 10/8/21)**

Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Current law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

- **AB 773 Street Closures and Designations. (Approved 10/6/21)**

This bill would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

On November 15, 2021, President Biden signed into law a \$1.1 trillion infrastructure bill known as the Infrastructure Investment and Jobs Act (IIJA), enacting the 2,701-page bill into law following bipartisan votes in both the U.S. House of Representatives in November and Senate in August. The IIJA replaces and nearly doubles the investment made by the FAST Act which was the last five-year surface transportation bill passed in 2017, expired in 2020, and was extended for one year. The IIJA also included a new five-year surface transportation reauthorization giving the Highway Trust Fund contract authority for highways, roads, and bridges for FY 2022 through FY 2026. The IIJA provides \$973 billion over five years beginning in 2022. This includes \$552 billion in new investments for

infrastructure related to transportation, water, power and energy, remediation, public lands, broadband, and resilience. Nearly all of the existing transportation funding programs received significant increases. For example, these existing programs received the following increases in funding:

- Surface Transportation Block Grant (STBG) – 32%
- Congestion Mitigation and Air Quality (CMAQ) – 10%
- Transportation Alternatives Program (ATP in California) – 76%
- Transit State of Good Repair – 70%
- Low-No Emission Buses – 525%

While these increases are significant, the biggest change in this transportation bill is the increase in discretionary grant program funding, increased by 400%. There are twelve new competitive transportation funding programs included in this new investment plan with a focus on climate and equity, electrification, greenhouse gas reduction, and resilience. Discretionary programs span a wide array of focus areas. Some of those that are more applicable to the needs of the EDCTC region are listed below and include the amounts available under the IIJA nationwide.

- BUILD/RAISE Grants - \$7.5 billion
- Bridge Grant Program - \$12.5 billion
- Rural Grant Program - \$2 billion (for high-cost rural projects)
- Protect Grant Program “Resiliency” - \$1.4 billion
- Electric Vehicle Charging - \$2.5 billion
- Broadband to States - \$42 billion
- Broadband Middle Mile Grants \$1 billion

California is expected to receive \$40 billion of formula-based transportation funding over the five years of the bill, and billions more through competitive programs. EDCTC and partner agencies will be able to access these transportation funds through the following means.

1. Competitively through federal grants such as RAISE, INFRA, and state grants such as the ATP
2. Suballocations directly to jurisdictions based on population, similar to STBGP
3. Federal formula allocations directly to transit operators and airports

The first rollout of funding is anticipated to be the formula programs which already have mechanisms and guidance in place to distribute funds to the states, cities, and counties. This will likely be followed by existing competitive grant programs, such as the ATP, BUILD/RAISE, and Highway Safety Improvement Programs. Finally, sometime likely later in 2022, the new competitive programs will be rolled out once new guidance is developed.

EDCTC has already started to discuss all of these programs with City, County, and Transit staff to prepare projects to be submitted. While we maintain an ongoing priority project list consistent with the adopted Regional Transportation Plan, it is critical that we revisit those projects as new programs, such as the IIJA, become available. As these programs are rolled out, EDCTC staff will be briefing the Commission on opportunities to apply for and secure transportation funding. One thing to keep in mind is that the IIJA is not a stimulus package but a long-standing surface transportation bill. Therefore, the strategy is to identify a suite of projects that can take advantage of the funding throughout the life of this bill.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting December 2, 2021)*

12/4/21 CDAC Briefing - CalCOG
 12/6/21 EDCTC Staff Meeting
 12/6/21 SACOG Policy & Innovation Meeting
 12/6/21 BOS Agenda Review – R. Martinez
 12/6/21 Bridge over Bass Lake Road Site Tour
 12/6/21 Legislative Coordination Meeting
 12/7/21 Infrastructure Bill Interview – Fox 40 Live
 12/7/21 RTPA Meeting
 12/8/21 CTC Meeting
 12/8/21 Infrastructure Bill Interview – Kitty O’Neal with KFBK
 12/9/21 CTC Meeting
 12/9/21 SHSP Steering Committee
 12/9/21 Camino Weekly Update - Caltrans
 12/9/21 New VoIP Phone Training – RTS IT, Inc.
 12/10/21 BOS Agenda Review – R. Martinez
 12/13/21 EDCTC Staff Meeting
 12/13/21 Meeting with David Turch and Associates – R. Jones
 12/13/21 CTC/MPO Focus Group on SB1
 12/14/21 CFPG Meeting
 12/14/21 SACOG/EDCTC/PCTPA Coordination Meeting
 12/14/21 SR 49 Confluence Study Check-In with DKS – J. Damkowitch
 12/15/21 Roadway Pricing Meeting with Caltrans
 12/16/21 Camino Weekly Update - Caltrans
 12/16/21 SACOG Board Meeting
 12/16/21 STBG/CMAQ Meeting with PCTPA – R. Carter
 12/16/21 CTC Meeting Regarding SB 1 Equity
 12/17/21 CalSTA Infrastructure Investment and Jobs Act Transportation Implementation Working Group
 12/17/21 ATP Discussion with CTC – L. Waters
 12/17/21 SACOG/PCTPA/EDCTC Coordination Meeting
 12/21/21 EDCTC Staff Meeting
 12/21/21 Phone Call with Caltrans – S. Takhar
 12/27/21 EDCTC Staff Meeting
 12/28/21 SR 49 Confluence Study Check-In with DKS – J. Damkowitch
 12/29/21 OA Best Management Practices Committee - Caltrans
 12/30/21 Camino Weekly Update - Caltrans
 1/3/22 EDCTC Staff Meeting
 1/3/22 EDCTC Meeting to Discuss Budget and DKS Contract – K. Thompson
 1/5/22 SACOG/PCTPA/EDCTC Coordination Meeting
 1/5/22 ATP and Infrastructure Bill Project Discussion with EDC DOT and City of Placerville
 1/6/22 Camino Weekly Update – Caltrans
 1/7/22 Federal Advocacy Discussion with El Dorado County, City of Placerville, and El Dorado Transit – C. Morris, D. Ashton, M. Mauk
 1/10/22 EDCTC Staff Meeting
 1/11/22 SR 49 Confluence Study Check-In with DKS – J. Damkowitch
 1/12/22 Phone Call with Supervisor Hidahl
 1/12/22 Phone Call with Chair Taylor
 1/13/22 Camino Weekly Update – Caltrans
 1/13/22 SACOG/EDCTC/PCTPA Coordination Meeting
 1/13/22 Return to Work and Transit Meeting – SACOG
 1/13/22 LTF Discussion with M. Mauk
 1/14/22 US 50 Plan Discussion with A. Fong

1/14/22 CALCOG Board Meeting
1/14/22 Race, Equity, and Inclusion Working Group – SACOG
1/18/22 EDCTC Staff Meeting
1/18/22 Caltrans - S. Takhar
1/19/22 OA Best Management Practices Committee Meeting
1/20/22 Camino Weekly Update – Caltrans
1/20/22 SACOG Board Meeting
1/20/22 Legal Services RFP Interview – Lozano Smith
1/20/22 Legal Services RFP Interview – Burke, Williams & Sorensen
1/20/22 Local Public Agency Certification Program Stake Holder Group Meeting
1/20/22 Legal Services RFP Interview – Sloan Sakai
1/21/22 EDCTC File Retention Review
1/21/22 RCTF Meeting
1/24/22 EDCTC Staff Meeting
1/24/22 Technical Advisory Committee
1/25/22 Staff Annual Review – D. Keffer
1/25/22 SR 49 Confluence Check-In with DKS – Jim Damkowitch
1/26/22 CTC Meeting
1/26/22 CalSTA IJJA Transportation Implementation Working Group Meeting
1/26/22 SACOG RPP Meeting
1/26/22 Agenda Review with Supervisor Hidahl
1/27/22 CTC Meeting
1/27/22 North STIP Hearing
1/27/22 Camino Weekly Update with Caltrans
1/27/22 Staff Annual Review – J. Barton
1/27/22 Staff Annual Review – K. Thompson
1/27/22 Information-Sharing Session for Recipients of Caltrans Sustainable
Transportation Planning Grants – Rural Implementation Group Meeting
1/27/22 OA Best Management Practices Committee Meeting
1/28/22 Caltrans – Clark Peri
1/28/22 Caltrans – Robert Nguyen
1/28/22 SACOG Mega Region Working Group
1/31/22 EDCTC Staff Meeting
1/31/22 Agenda Review with Chair Taylor
1/31/22 Agenda Review with Supervisor Turnboo
2/1/22 LTF Discussion with El Dorado Transit
2/2/22 CTC ATP Workshop
2/3/22 Camino Weekly Update with Caltrans
2/3/22 50 TMA – Discussion
2/3/22 SACOG Meeting