

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** OCTOBER 6, 2022  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT

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

### **TRANSPORTATION PLANNING**

#### **State Route 49 American River Confluence Study**

El Dorado County Transportation Commission (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 website has launched and can be found here: <https://www.americanriverat49.com/>. The second stakeholder meeting and public workshop were both well attended and held on July 14 at Northside School. The third and final stakeholder and public meetings will be held October 25.

#### **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 US 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 US 50. The Notice to Proceed was received from Caltrans on September 22, 2021. The consulting contract was awarded to DKS at the March 3, 2022, EDCTC Board meeting. The project kickoff meeting was held on May 27, 2022, with key agency stakeholders, including the City of Placerville, El Dorado County, El Dorado County Sheriff's OES, Cal Fire Amador-El Dorado Unit, El Dorado County Fire, and the Forest Service. The project is currently collecting data from agency partners to use in drafting the Existing Conditions Report (ECR). The Draft ECR is anticipated to be ready by the end of October. During September, EDCTC also participated in two Greater Placerville Multi-Project Coordination meetings with El Dorado County Office of Wildfire Preparedness and Resilience, El Dorado and Georgetown Resource Conservation District, El Dorado County Fire, and the Placerville and Texas Hill Fire Safe Councils. The next coordination meeting is scheduled for October 24, 2022, to discuss coordinating public outreach.

#### **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 Trip to Green project. The 2022 Trip to Green Proof of Concept Pilot is well underway. Three successful proofs of concept were held during the first weekends of August, September, and October. The team has prepared a community survey to gather public opinion on the concept, the survey will be distributed mid-October. Additionally, two of three drone flyovers have taken place during the Trip to Green weekends, an additional drone flyover is scheduled for Sunday October 16, during normal signal operations. EDCTC has provided comments

on the System User Analysis Draft Technical Memo, which is currently being augmented by Caltrans Data from each of the Trip to Green weekends. The Investment Strategies are also well underway, public outreach efforts for the overall plan are scheduled to begin this Fall.

### **Transportation Demand Management**

EDCTC supported Sierra and Schnell Schools in their efforts to hold a Walk to School Day event in the City of Placerville on October 5, 2022. EDCTC also met with SACOG staff to discuss their "Engage, Empower, Implement" program which is focused on efforts to engage and support community-based organizations in developing transportation and land use solutions in historically disinvested communities.

### **Active Transportation Planning**

EDCTC is supporting El Dorado County and the City of Placerville staff with active transportation project grant applications and project development as required. EDCTC has taken responsibility for the collection of bicycle and pedestrian counter data from counters located on multi-use trails on the west slope, including the placement of a temporary counter along the El Dorado Trail near Missouri Flat Road. EDCTC is supporting El Dorado County and the City of Placerville with the adoption of Active Transportation Plans.

EDCTC is coordinating with El Dorado County to ensure timely delivery of the awarded Cycle 5 Active Transportation Project on Pony Express Trail in Pollock Pines, the project received approval of an extension request required due to delays from both COVID-19 and the Caldor fire. EDCTC supported El Dorado County DOT staff with the preparation of two grant applications for statewide and SACOG regional ATP Cycle 6 which were submitted in June and September 2022.

## **CITY OF PLACERVILLE AND EL DORADO COUNTY**

### Congestion Mitigation and Air Quality

At the August 2022 EDCTC meeting, the Commission programmed \$7,541,014 in CMAQ funding to projects and programs to be completed or administered by Sacramento Area Council of Governments (SACOG), City of Placerville, and El Dorado County Department of Transportation. The Commission also recommended the Bass Lake/Bridlewood Road Roundabout project for funding, EDCTC worked with a consultant team to clear the project environmentally for inclusion in the 2020-2040 Regional Transportation Plan. EDCTC has included all of the recently programmed projects in the EDCTC Project Monitoring Report and staff is continuing to enter the projects into the SACOG MTIP.

### State Transportation Block Grant Program Funds

EDCTC released a Call for Projects for STBG funding on May 5th, making available approximately \$4.4 million in future funding. EDCTC received five applications for STBG funding, all five projects were recommended for programming at the September 2022 Commission meeting. EDCTC has included all of the recently programmed projects in the EDCTC Project Monitoring Report and staff is continuing to enter the projects into the SACOG MTIP.

EDCTC is monitoring County project allocation requests, bid awards, and planning activities for EDCTC related projects. EDCTC staff is also monitoring development activity and providing comment letters when warranted. EDCTC regularly works with El Dorado County staff to amend the SACOG MTIP for El Dorado County DOT projects. EDCTC is working with County staff to scope a potential grant application for the upcoming Sustainable Community Transportation Planning Grants.

## **EL DORADO TRANSIT AUTHORITY**

### TRANSIT SERVICE

El Dorado Transit continues to experience ridership deficits compared to pre-pandemic levels, but ridership is continuing to improve on most services and showed a significant jump in August 2022. System-wide passenger trips increased by 50.6% in August compared to August 2021. Passengers per Revenue Hour, a key gauge of productivity, increased from 3.2 to 4.6 or 43.7%. Demand Response ridership increased by 36.3%, Local Fixed Route ridership increased by 43.8%, and Sacramento Commuter ridership increased by 89.4%. **The Sacramento/Tahoe Connector Route ridership increased 128.4 from August 2021 (348 passengers) to August 2022 (795 passengers).** It should be noted that the Caldor Fire in August and September 2021 negatively impacted ridership during those months.

## **SACOG**

### Federal Highway Administration (FHWA) Corrective Action

EDCTC staff continues to work with SACOG and the Placer County Transportation Planning Agency to develop a proposed response to the FHWA corrective action imposed upon Caltrans for CMAQ and STBGP funding. This proposal will allow EDCTC to retain a primary role in project selection and programming for these two fund sources. EDCTC will be meeting with SACOG, and other agencies impacted by the corrective action in the coming weeks to identify all possible options.

EDCTC has worked to support SACOG with the development of the Sacramento Region Parks and Trails Strategic Development Plan. EDCTC staff also worked with SACOG to approve the guidelines and application for the release of Cycle 6 of the Regional Active Transportation Program and will soon begin work in supporting the review/scoring of applications. EDCTC is also working with SACOG, El Dorado County, and the City of Placerville to kick off the next update of the MTP/SCS, including the coordination of presentations to local elected officials held on September 27 at Placerville City Council and October 25 at the El Dorado County Board of Supervisors.

## **CALTRANS**

EDCTC staff continues close coordination and collaboration on the delivery of the US 50 Camino Safety Improvements Project. A weekly project team meeting occurs every Thursday morning followed by an Executive Team meeting every Friday to closely monitor progress, identify challenges, and brainstorm solutions. The undercrossing of US 50 connecting Ponderado Road to Lower Carson Road is now open to the public. Grinding on US 50 mainline will continue for another week or two followed by grinding work on Carson Road. No work will be done during the weekends over the coming months with the anticipated increased harvest season traffic.

## **STATE TRANSPORTATION LEGISLATION AND FUNDING**

### **State Transportation Funding**

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.

### **Climate Action Plan for Transportation Infrastructure (CAPTI)**

On October 3, 2022, the California State Transportation Agency (CalSTA) released the first progress report on the implementation of CAPTI. CAPTI was adopted on July 12, 2021, by Governor Newsom and CalSTA to respond to Executive Order N-19-19 and N-79-20 outlining strategies and investments which will broaden the reach more sustainable modes of transportation such as biking, walking, and transit. Part of CAPTI included commitment by CalSTA to develop an annual progress report with the oversight of an interagency working group including Caltrans, the California Transportation Commission, California Air Resources Board, Department of Finance, Housing and Community Development, the Governor's Office of Planning and Research, and the Governor's Office of Business and Economic Development. The recently released progress report focused on how CAPTI has remained true to the five foundational principles of CAPTI;

1. Active transportation projects supporting safer, more walkable streets
2. Expansion of a statewide public electric vehicle (EV) fast charging network
3. Transportation infrastructure resilience from future extreme weather events and other climate impacts
4. Support for transit service, bus and rail, and multimodal facilities
5. Restoring connectivity across communities divided by transportation infrastructure

The report highlights key successes accomplished over the past year and claims that over 88% of the proposed 31 actions are complete or underway. These key successes are found on page ten of the report which can be found here: [https://calsta.ca.gov/-/media/calsta-media/documents/capti-2022-annual-report-single-p2\\_a11y.pdf](https://calsta.ca.gov/-/media/calsta-media/documents/capti-2022-annual-report-single-p2_a11y.pdf). More time will be needed to fully understand the impact and benefits associated with implementation of CAPTI as well as how the programs are improving the economy, environment, and equity across all California's many diverse regions and communities.

### **State Transportation Legislation**

The following bills are of interest to EDCTC.

**AB 1445 (Levine D)** Planning and zoning: regional housing need allocation: climate change impacts. Current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Commencing January 1, 2025, this bill would require a council of governments or a delegate subregion to additionally consider emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change, as provided.

**AB 1695 (Santiago D)** Affordable housing loan and grant programs: adaptive reuse.

This bill would provide that any notice of funding availability issued by the Department of Housing and Community Development for an affordable multifamily housing loan program shall state that adaptive reuse of a property for affordable housing purposes is an eligible activity. The bill would define "adaptive reuse" for these purposes to mean the retrofitting and repurposing of an existing building to create new residential units, as specified.

**AB 1919 (Holden D)** Youth Transit Pass Pilot Program: free youth transit passes.

Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified.

**AB 1938 (Friedman D)** Traffic safety: speed limits.

Current law establishes various default speed limits for vehicles upon highways, as specified. Current law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest five miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by five miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified. The bill would prohibit the total reduction in the speed limit from exceeding 12.4 miles per hour from the 85th-percentile speed and would authorize a local authority to retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction.

**AB 2197 (Mullin D)** Caltrain electrification project: funding.

Would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.

**AB 2339 (Bloom D)** Housing element: emergency shelters: regional housing need.

The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobile homes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Existing law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit.

**AB 2387 (Garcia, Eduardo D)** Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.

Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,430,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.

**AB 2438 (Friedman D)** Transportation funding: guidelines and plans.

Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state

highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, as provided. The bill would also require the Transportation Agency, the California Transportation Commission, and the Department of Transportation, no later than January 1, 2024, to each establish guidelines to ensure transparency and accountability for specified transportation funding programs that they respectively administer and for the project selection processes applicable to those programs.

**AB 2449 (Rubio, Blanca D)** Open meetings: local agencies: teleconferences.

Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. This bill would revise and recast teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction.

**AB 2514 (Dahle, Megan R)** State Highway System Management Plan: underserved rural communities

Would require the State Highway System Management Plan prepared by the Department of Transportation to also include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities, as specified. The bill would require the department to prepare the evaluation and assessment in consultation with the commission, the Controller, and rural counties.

**AB 2647 (Levine D)** Local government: open meetings.

The California Public Records Act requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Current law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

**AB 2700 (McCarty D)** Transportation electrification: electrical distribution grid upgrades

Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission (PUC), to prepare, at least once every 2 years, a statewide assessment of the electrical vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet certain goals. The bill would require electrical corporations and local publicly owned electric utilities, as part of their distribution planning processes, to consider the fleet data produced by the Energy Commission pursuant to this bill, and other available data, to facilitate the readiness of their distribution systems to support the state's anticipated level of electric vehicle charging, as specified.

**SB 852 (Dodd D)** Climate resilience districts: formation: funding mechanisms.

Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of

communitywide significance, including projects that enable communities to adapt to the impacts of climate change. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, except as specified. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define "eligible project" to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified.

**SB 942 (Newman D)** Low Carbon Transit Operations Program: free or reduced fare transit program. Five percent for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation, provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. This bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time.

**SB 1121 (Gonzalez D)** State and local transportation system: needs assessment. Would require the California Transportation Commission, in consultation with the Transportation Agency and the Department of Transportation, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit to the Legislature an interim needs assessment on or before January 1, 2024, and a completed needs assessment on or before January 1, 2025, and every 5 years thereafter.

**SB 1145 (Laird D)** California Global Warming Solutions Act of 2006: greenhouse gas emissions: dashboard

Would require the State Air Resources Board to create, and maintain on its internet website, a greenhouse gas emissions dashboard that provides updated publicly available information regarding how the state is progressing toward meeting its statewide climate change goals.

### **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 September 1, 2022)*

9/2/22	SR 49 Workshop Discussion with Supervisor Parlin
9/2/22	Camino Safety Bi-Monthly Project Status - Caltrans
9/6/22	EDCTC Staff Meeting
9/6/22	SR 49 Confluence Check-in with DKS – J. Damkowitz
9/7/22	ATP Evaluator Debrief Meeting
9/8/22	EI Dorado County CAO Interviews
9/8/22	SR 49 Workshop Discussion
9/9/22	Camino Weekly Update - Caltrans
9/12/22	Infrastructure Investment and Jobs Act Transportation Implementation Working Group Meeting

9/12/22 Caltrans Grant Planning Discussion with City of Placerville  
9/14/22 Caltrans Grant Planning Discussion with El Dorado County  
9/15/22 EDCTC Staff Meeting  
9/15/22 El Dorado County Board Room Training  
9/15/22 Strategic Highway Safety Plan Executive Leadership Meeting  
9/15/22 Camino Weekly Update - Caltrans  
9/15/22 Strategic Highway Safety Plan Steering Committee Meeting  
9/20/22 Phone Call with Caltrans – S. Takhar  
9/21/22 Camino Improvements Discussion with Supervisor Thomas  
9/22/22 Camino Weekly Update – Caltrans  
9/22/22 Transportation Cooperative Committee Meeting – Caltrans Division of Local Assistance  
9/23/22 SACOG Mega Region Working Group Meeting  
9/23/22 Camino Safety Weekly Project Status Meeting  
9/23/22 CALCOG Board Meeting  
9/26/22 EDCTC Staff Meeting  
9/26/22 EDCTC TAC Meeting  
9/27/22 SACOG MTP Presentation – City of Placerville City Council  
9/28/22 Camino Weekly Update – Caltrans  
9/28/22 Strategic Highway Safety Plan - Redding Area Virtual Regional Workshop  
9/29/22 Camino Weekly Update – Caltrans  
9/29/22 EDCTC/EDC Coordination Meeting  
9/30/22 SACOG – Race, Equity & Inclusion Working Group  
9/30/22 Camino Safety Weekly Update – Caltrans  
10/3/22 Agenda Review with Supervisor Hidahl  
10/3/22 SACOG Policy and Innovation Meeting  
10/4/22 EDCTC Staff Meeting  
10/4/22 SR 49 Confluence Check-in with DKS – J. Damkowitch  
10/5/22 Regional Transit Network Meeting - El Dorado Transit and SACOG  
10/5/22 Agenda Review with Supervisor Turnboo  
10/6/22 SACOG Land Use and Natural Resources Meeting