

EXECUTIVE DIRECTOR'S REPORT

DATE: MAY 5, 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

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 website includes an interactive public engagement tool called Social Pinpoint which allows visitors and residents alike to provide geographic coded input on a mapping interface. Additionally, a survey is provided on the website to garner additional public input. The first stakeholder meeting was held on Monday, April 4, followed by the first virtual public workshop Wednesday, April 6. The next public workshop is planned to be held in person in the coming months.

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. On February 2, 2022, EDCTC received proposals from two firms, Energetics and DKS Associates. Following virtual interviews with the two consulting firms on February 10, 2022, the consensus of the interview panel was to recommend award of the consulting contract to DKS Associates. The consulting contract was awarded at the March 3, 2022, EDCTC Board meeting. EDCTC and DKS have executed the contract and will begin work early summer of 2022.

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 Draft Trip to Green Access Control Action Plan has been distributed to the project

development team and comments received have been incorporated. Development of the System User Analysis and Investment Strategies are well underway. Public outreach efforts are scheduled to begin late summer/early fall in conjunction with the Trip to Green proof of concept. EDCTC and the City of Placerville are also preparing to submit an application for the Federal INFRA Rural Surface Transportation Program competitive grant to support a longer-term pilot similar to the Trip to Green concept.

CITY OF PLACERVILLE AND EL DORADO COUNTY

FEDERAL TRANSPORTATION FUNDING

EDCTC staff has released a call for projects for both Congestion Mitigation and Air Quality and Surface Transportation Block Grant Program federal transportation funding. This call for projects is consistent with past practice and will support transportation investments out five fiscal years. This process is done in close coordination with SACOG, Caltrans, El Dorado County, The City of Placerville, and El Dorado Transit.

ACTIVE TRANSPORTATION

EDCTC is supporting El Dorado County and City of Placerville with active transportation project grant applications and project development for the Cycle 6 Active Transportation Program statewide competitive grant program. EDCTC staff is also assisting the County and City with the adoption of the Active Transportation Plans approved by the EDCTC in 2020. EDCTC has taken over responsibility for the deployment and data collection from the bicycle and pedestrian trip counters located on multi-use trails across the west slope.

EL DORADO TRANSIT AUTHORITY

TRANSIT SERVICE

El Dorado Transit continues to experience ridership deficits compared to pre-pandemic levels, but ridership has started to increase on most services. Increased gas prices may have also had a positive impact on ridership. Systemwide passenger trips in March were up 33.2% compared to the previous year. The County's Adult Day Services program reopened in March, 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 in March on the Dial-A-Ride service was up 10.9%, Sac-Med increased by 79.2%, ADA Paratransit demand increased 52.1%, and M.O.R.E. ridership was up 296.2% in March compared to the previous year. Local Fixed Route ridership was up 10.3% in March, and Sacramento Commuter service ridership increased by 190.8% in March compared to the previous year. Ridership on the new Sacramento/Tahoe Connector route jumped from 548 passengers in February to 771 passengers in March, an increase of 40% from one month to the next.

SACOG

REGIONAL PARTNERSHIP EFFORTS

EDCTC has worked with SACOG to utilize the Replica Transportation Modeling platform to inform the US 50 Corridor Plan. This dataset provides detailed origin and destination datapoints as well as regional travel patterns across the SACOG region. 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.

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 waterline work is nearly complete to allow for work to begin on the undercrossing, roundabout, and other mainline improvements.

EDCTC staff is also coordinating with Caltrans on the California Active Transportation Plan to ensure US 50, SR 49, and SR 193 are considered. Staff has also been involved in the development of a Caltrans SHOPP project to widen the shoulders along SR 49 between Patterson Drive and Missouri Flat Road.

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 \$31 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.

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 California legislative bills that EDCTC staff is tracking include:

AB 1001 (Garcia, Cristina, D) Environment: Mitigation measures for air quality impacts: Environmental justice. This bill would require mitigation measures, identified in an environmental impact report, or mitigated negative declaration to mitigate the adverse effects of a project on air quality of a disadvantaged community, to include measures for avoiding,

minimizing, or otherwise mitigating for the adverse effects on that community. The bill would require mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community or measures conducted in the affected disadvantaged community that directly mitigate those effects.

AB 1445 (Levine D) Planning and zoning: regional housing need allocation: climate change impacts. This bill would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

AB 1626 (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment. Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

AB 1638 (Kiley R) Motor Vehicle Fuel Tax Law: suspension of tax. This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.

AB 1909 (Friedman D) Vehicles: bicycle omnibus bill. Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would remove the authority of a local jurisdiction to prohibit class 1 and class 2 electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill contains other related provisions and other existing laws.

AB 2075 (Ting D) Energy: electric vehicle charging standards. Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, among other things, lighting, insulation, climate control system, and other building design and construction standards, energy and water conservation design standards, and appliance efficiency standards to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy and to manage energy loads to help maintain electrical grid reliability, as specified. This bill would require the commission to additionally adopt, by regulation, electric vehicle charging standards to be incorporated into other building design and construction standards, as specified.

AB 2147 (Ting D) Pedestrians. Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power.

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 2237 (Friedman D) Regional transportation plan: Active Transportation Program. Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report.

AB 2344 (Friedman D) Wildlife connectivity: transportation projects. Would require the Department of Fish and Wildlife to investigate, study, and identify those areas in the state that are essential to wildlife movement and habitat connectivity and that are threatened by specified factors. The bill would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024, and to update the plan at least once every 5 years thereafter. The bill would require the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas, as defined.

AB 2346 (Gabriel D) Outdoor recreation: Equitable access grant program. Would require the Natural Resources Agency to develop the Equitable Access Grants Program to provide financial and technical assistance to local governments and nonprofit organizations to implement community access projects, as defined, that improve the use, equitable admittance, and engagement with the public in stewardship of outdoor recreation areas or facilities located within the state.

AB 2419 (Bryan D) Environmental justice: federal IJA: Justice40 Oversight Committee. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation's infrastructures. This bill would require a minimum of 40% of funds received by the state under the federal act to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds. The bill would require the committee, by December 31, 2024, to provide an interim report, and by December 31, 2027, to provide a final report, to various entities, including the Legislature, on various subjects related to the expenditure of the federal funds.

AB 2428 (Ramos D) Mitigation Fee Act: fees for improvements: timeline for expenditure. The Mitigation Fee Act, requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The Mitigation Fee Act also imposes additional requirements for fees imposed to provide for an improvement to be constructed to serve a development project, or which is a fee for public improvements, as specified, including that the fees be deposited in a separate capital facilities account or fund. This bill would require a local agency that requires a qualified applicant, as described, to deposit fees for improvements, as described, into an escrow account as a condition for receiving a conditional use permit or equivalent development permit to expend the fees within 5 years of the deposit.

AB 2438 (Friedman D) Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards. Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state 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 the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.

AB 2514 (Dahle, Megan R) Road Maintenance and Rehabilitation Account: apportionment of funds: underserved rural communities. Current law continuously appropriates \$200,000,000 annually from the State-Local Partnership Program Account for allocation by the California Transportation Commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Current law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would provide for the allocation by the commission under the Local Partnership Program to underserved rural communities, as defined, regardless of whether they have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects.

SB 1019 (Dodd D) Transportation Resilience Program. This bill would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.

SB 1050 (Dodd D) State Route 37 Toll Bridge Act. The California Toll Bridge Authority Act makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. This bill would create the SR-37 Toll Authority as a public instrumentality of the state, which would be governed by the same board as that governing the Bay Area Infrastructure Financing Authority. The bill would require the authority to operate and maintain tolling infrastructure, including by installing toll facilities, and collect tolls for the use of the Sonoma Creek Bridge, and would authorize the authority to design and construct improvements on the bridge and a specified segment of State Route 37 in accordance with programming and scheduling requirements adopted by the authority. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize revenues from the toll bridge to be used for specified purposes, including capital improvements to repair or rehabilitate the toll bridge, to expand toll bridge capacity, to improve toll bridge or corridor operations, to reduce the demand for travel in the corridor, and to

increase public transit, carpool, vanpool, and nonmotorized options on the toll bridge or in the segment of State Route 37, as specified.

SB 1121 (Gonzalez D) State and local transportation system: needs assessment. This bill would require the California Transportation Commission 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 the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

SB 1156 (Grove R) Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment. Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes.

SB 1356 (Grove R) Gross vehicle weight. Current state and federal law sets limits on the total gross weight imposed on the highway by a vehicle or vehicle combination with any group of 2 or more consecutive axles, not to exceed 80,000 pounds, as specified. Current law authorizes vehicles or vehicle combinations in certain circumstances to carry a gross vehicle weight in excess of 80,000 pounds, such as vehicles transporting logs. Current law authorizes the Department of Transportation or local authorities to issue a special permit authorizing an applicant to operate or move a vehicle or combination of vehicles on a highway of a weight exceeding that maximum. This bill would increase the maximum gross weight for a vehicle or combination of vehicles transporting a load composed solely of a petroleum-based fuel to 88,000 pounds.

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 April 7, 2022)*

4/8/22	Caltrans - EID Partnering Weekly Meeting for the Camino Safety Project
4/11/22	EDCTC Staff Meeting
4/12/22	Cap to Cap Transportation Team Meeting
4/13/22	Cap to Cap Wildfire Team Meeting
4/13/22	Rural Sustainable Transportation Solutions Summit Planning
4/14/22	Camino Weekly Update - Caltrans
4/14/22	Cap to Cap Transportation Team Meeting
4/14/22	Small Group Funding Split Discussion
4/14/22	AB 285 Work Session: Programs
4/14/22	EDCTC FY 2022/23 OWP Comment Follow Up with Caltrans
4/15/22	Caltrans- EID Partnering Weekly Meeting for the Camino Safety Project
4/18/22	EDCTC Staff Meeting
4/19/22	Meeting with EDCTC Planners and D. Faria
4/19/22	CFPG Meeting
4/19/22	SR 49 Confluence Check-In with DKS – J. Damkowitz
4/19/22	Caltrans and EDCTC Phone Meeting – S. Takhar

4/20/22 EDCTC FY 2022/23 Budget Review with K. Thompson, Chair Hidahl and Vice Chair Thomas

4/20/22 CalSTA IIJA Working Group Meeting
Camino Weekly Update - Caltrans

4/21/22 SACOG Board of Directors Meeting

4/21/22 SACOG – Mega Region Working Group

4/22/22 EDCTC Staff Meeting

4/25/22 EDCTC TAC Meeting

4/25/22 Cap to Cap Review with Supervisors Thomas and Parlin

4/26/22 BIL/IIJA Subworking Group – State/Local Funding Splits Across Federal

4/27/22 Formula Programs Meeting

4/27/22 SACOG/EDCTC/PCTPA Meeting

4/28/22 Camino Weekly Update

4/28/22 Cap to Cap: AQ Team Huddle

4/28/22 OA Best Management Practices Committee Meeting

4/28/22 Wildfire/Forest Health Cap to Cap Team Check-in

4/29/22 CalSTA IIJA Fix it First Meeting #6

5/2/22 EDCTC Staff Meeting

5/2/22 Agenda Review with Supervisor Hidahl

5/3/22 Meeting with Senator Alex Padilla

5/3/22 SR-49 Confluence Check-in with DKS – J. Damkowitz

5/4/22 Agenda Review with Supervisor Turnboo

5/5/22 Camino Weekly Update - Caltrans

5/5/22 SACOG Meeting

5/5/22 SACOG – Land Use & Natural Resources Meeting