

EXECUTIVE DIRECTOR'S REPORT

DATE: SEPTEMBER 1, 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 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 September 12 and 14, respectively. The public workshop will be held at Northside School beginning at 6:00 pm.

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 September.

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 "Trip to Green" project. The 2022 "Trip to Green" Proof of Concept Pilot is well underway, with a successful launch on the first weekend of August. The team is gearing up for Labor Day weekend, Saturday, and Sunday September 3 and 4, and Monday September 5. The third and final weekend for Trip to Green 2022 is scheduled for October 1 and 2. EDCTC has provided comments on the System User Analysis Draft Technical Memo, which is currently being finalized. The Investment Strategies are also well underway, public outreach efforts for the overall plan are scheduled to begin this Fall in conjunction with the conclusion of the Trip to Green proof of concept.

Transportation Demand Management

The 50 Corridor Transportation Management Association Executive Director has provided EDCTC and El Dorado Transit with options for the promotion of increased transit use in El Dorado County. EDCTC has been contacted by Sierra School who wish to put on another International Walk to School Day event this year, on October 5, 2022. EDCTC will be reaching out to Schnell School, Marshall Foundation, and the City of Placerville Police Department.

Active Transportation Planning

EDCTC is supporting El Dorado County staff with active transportation project grant applications and project development as required. EDCTC has taken responsibility of 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.

CITY OF PLACERVILLE AND EL DORADO COUNTY

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. Both Class II bike lanes and Class IV bikeways on Placerville Drive in the project area will be evaluated during preliminary engineering. In June 2016, EDCTC programmed \$1.1 million of CMAQ funds to the project to fund PA&ED and PS&E. The city awarded the consulting contract to Drake Haglan and Associates at the July 10, 2018, City Council meeting. At the March 7 meeting, EDCTC programmed \$680,303 in CMAQ to the project. Those funds were added to the PA&ED/PS&E and ROW phases in SACTrak via an administrative amendment. On April 15, 2021, the Sacramento Area Council Of Governments (SACOG) Board of Directors awarded \$1.22 million in Regional ATP Cycle 5 funding to the project. The city submitted an Active Transportation Program Cycle 6 application on June 15, 2022, for construction funding of the entire Placerville Drive segment of the project. The City plans to submit an Active Transportation Program Cycle 6 Regional application to SACOG on September 29, 2022 for approximately \$2.75 million to install the fourth leg of the crosswalk at the signalized intersection of Placerville Drive/Green Valley Road/Ray Lawyer Drive along with signal timing modifications to improve bicycle and pedestrian safety, construct sidewalk and bike lane on the north side of Green Valley Road, and ADA ramps and crossing improvements at the intersection of Green Valley Road and Mallard Lane.

Placerville Drive Interim Pedestrian Connectivity Project

The project is located along Placerville Drive from the Fairgrounds Interchange at US 50 to Armory Drive. The primary goal of the project is to close a large gap in the sidewalk network on Placerville Drive between key origins and destinations. The project will construct the following:

- Six hundred feet of curb, gutter, and sidewalk on the west side of Placerville Drive from the Fairgrounds Interchange at US 50 to the County Fairgrounds crosswalk.
- 550 feet of curb, gutter, and sidewalk on the east side of Placerville Drive from the County Fairgrounds crosswalk to Armory Drive.
- Install a Rapid Rectangular Flashing Beacon (RRFB) at the County Fairgrounds crosswalk with in-pavement flashers across the crosswalk to provide a safer mid-block crosswalk for pedestrians.

EDCTC programmed \$2,213,250 in CMAQ funds to the project in August 2022. The city submitted an RFA for preliminary engineering funds to Caltrans in August 2022 and plans to start environmental studies in October 2022.

Placerville Station II

The project area is 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 project includes:

- Construction of a 50-car parking lot with lighting and landscaping
- Bicycle racks and lockers
- Replacement of an existing water main and services
- Replacement of sewer connection
- Paving Mosquito Road between the westbound US 50 off-ramp and Clay Street
- Realigning the existing El Dorado Trail
- Improved connection to El Dorado Transit and Amtrak Bus Service

Recently the City Council awarded the Construction Management and Inspection Services contract to Coastland Civil Engineering, Inc. at the January 26, 2021, City Council meeting. The project is anticipated to go out to bid in fall of 2022.

Broadway Maintenance and 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 city expanded the project to include maintenance of the pavement on Broadway between the same project limits as the sidewalks project. The city received HSIP funds to construct the sidewalk and pedestrian elements of the project. The maintenance project is funded by Measures H and L funds and the City has requested \$1 million in STBGP funds from EDCTC to fully fund the maintenance element. The \$1 million in STBGP funds were programmed at the May 5, 2022, EDCTC Board meeting. The sidewalk project is completing 100% design and ROW, but due to delays in receiving a right-of-way certification from Caltrans, the project will need to request an extension of the HSIP funding. The right-of-way certification is anticipated for November 2022 followed by bid request in February and construction in late Spring 2023.

Pony Express Trail Active Transportation

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 ATP Cycle 6 which were submitted by the June 15 deadline. EDCTC is also supporting DOT with the submittal of SACOG Regional ATP Cycle 6 applications which are due on September 29.

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 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 staff has been working to clear the project environmentally for inclusion in the 2020-2040 Regional Transportation Plan. The Roundabout project will be considered for the programming of \$744,400 in CMAQ funding at the September EDCTC meeting.

State Transportation Block Grant Program Funds

EDCTC released a Call for Projects for STBGP funding on May 5, making available approximately \$4.4 million in future funding. The application deadline was extended to August 1, 2022. EDCTC received five applications for STBGP funding. EDCTC staff is recommending all five projects for programming at the September 2022 Commission meeting.

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. Systemwide passenger trips increased by 14.5% in July compared to the previous year. Passengers per Revenue Hour, a key gauge of productivity, increased from 3.4 to 4.4 or 29.5%. While Demand Response ridership decreased by 0.6%, Local Fixed Route ridership increased by 5.8%, despite the current absence of Saturday services. Sacramento Commuter ridership increased by 40.8% (1,192 in July 2021 vs. 1,678 in July 2022). July is the first month in which comparative ridership statistics include the Sacramento/Tahoe Connector Route from last year and ridership increased 104.6% from July 2021 (544 passengers) to July 2022 (1,113 passengers).

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 for 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.

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. Work continues on the Lower Carson Road undercrossing, roundabout, and other local road improvements. No work will be done during the weekends over the coming months with anticipated increased harvest season traffic.

STATE TRANSPORTATION LEGISLATION AND FUNDING

State Transportation Funding

On May 13, 2022, Governor Newsom released the FY 2022/23 "May Revise" budget totaling \$300.7 billion, which is a record high. The State has experienced significant growth in tax revenues, much higher than anticipated, and now has a discretionary surplus projected to reach \$97.5 billion after billions more are programmed to schools, pension liabilities, and other reserves. The final budget is being worked on now with adoption anticipated in the coming weeks.

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/budget/2022-23MR/#/BudgetSummary>

State Transportation Legislation

August 31 is the final day each house of the legislature can pass bills for this legislative calendar year. The Governor has until the end of September to sign or veto any bills passed by the legislature. The following bills are of interest to EDCTC, and as of August 31 at 1:00 pm have the potential to be passed by the legislature before the deadline and be presented to the Governor for consideration.

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 August 4, 2022)*

8/5/22	ATP Evaluator Meeting
8/5/22	Camino Safety Bi-Monthly Project Status - Caltrans
8/8/22	EDCTC Staff Meeting
8/8/22	SACOG Policy & Innovation Meeting
8/8/22	Cap to Cap Transportation Team Meeting
8/9/22	SR 49 Confluence Check-in with DKS – J. Damkowitz
8/9/22	FHWA Corrective Action Follow-up Meeting
8/11/22	Camino Weekly Update - Caltrans
8/11/22	GovInvest Public Finance Consultation
8/11/22	STBGP Programming Discussion
8/12/22	Camino Safety Weekly Project Status
8/15/22	SACOG MTP Presentation to EDC BOS Discussion
8/15/22	EDCTC Staff Meeting
8/15/22	GovInvest Public Finance Consultation
8/16/22	Sr 49 Outreach Discussion with Supervisor Parlin
8/16/22	Caltrans and EDCTC Phone Meeting – S. Takhar
8/16/22	SACOG/EDCTC/PCTPA Coordination Meeting
8/17/22	RTPA Meeting
8/17-18/22	CTC Meeting
8/18/22	Camino Weekly Update
8/22/22	EDCTC Staff Meeting
8/22/22	EDCTC TAC Meeting
8/23/22	SB 1 Accountability and Transparency Workshop
8/23/22	Trip to Green Follow up and September Prep Meeting
8/23/22	SR 49 Confluence Check-in with DKS – J. Damkowitz
8/24/22	Meeting with Caltrans – S. Takhar
8/25/22	Camino Weekly Update – Caltrans
8/25/22	FHWA Corrective Action Follow up Meeting with SACOG
8/26/22	SACOG BOS Presentation Discussion with EDC DOT
8/26/22	Camino Safety Weekly Project Status Meeting
8/29/22	EDCTC Staff Meeting
8/29/22	Agenda Review with Supervisor Hidahl
8/29/22	Mosquito Bridge Cashflow Discussion with SACOG and EDC DOT

- 8/29/22 SACOG Strategic Planning Meeting
- 8/29/22 FHWA Corrective Action Sharing Group Meeting with SACOG
- 8/30/22 CFPG Meeting with Caltrans
- 8/31/22 Trip to Green Measurements of Success Meeting
- 8/31/22 Agenda Review with Supervisor Turnboo
- 8/31/22 Camino Weekly Update - Caltrans
- 9/1/22 SACOG Meeting
- 9/1/22 LTF Discussion with EDCTA
- 9/1/22 SACOG Land Use and Natural Resources Meeting