

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** JUNE 1, 2023  
**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**

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

The EDCTC Board awarded the consulting contract to DKS at the March 3, 2022, meeting. Since September 2022, EDCTC has participated in monthly "Greater Placerville Multi-Project Coordination" meetings with the El Dorado County Office of Wildfire Preparedness and Resilience, the El Dorado and Georgetown Resource Conservation District (RCD), El Dorado County Fire, and the Placerville and Texas Hill Fire Safe Councils. The project was awarded \$75,000 in State Highway Account (SHA) funds in January 2023, to augment the existing public outreach effort. The first public workshop was held Wednesday, May 17, 2023, from 6:30 to 8:00 pm at the El Dorado County Planning Commission Hearing Room. The Draft Existing Conditions Report was reviewed by the PDT on April 11, 2023, with comments due April 28, 2023.

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

The Final US 50 Corridor Action Plan was presented to the EDCTC Board in May. The Commission accepted the document as complete and final close out is currently in progress. EDCTC and City of Placerville staff are looking into potential grant programs to complete the Environmental and Engineering Design for infrastructure to support a long-term Trip to Green program.

#### **Caltrans FY 2023/24 Sustainable Transportation Planning Grants**

EDCTC submitted a Sustainable Transportation Planning Grant application to Caltrans for the preparation of a "Next Generation Transportation Investments Strategy," to provide data, analytics, and information to support transportation investments across the West Slope of El Dorado County. Changes in transportation funding policies at the State and Federal levels combined with a dramatic shift in performance outcomes toward equity, adaptation and resiliency, and combating climate change have presented new challenges in the regional transportation planning space. Consequently, EDCTC is evermore challenged by these performance metrics due to low population densities, expansive geography, and widely dispersed disadvantaged cohorts, each of which are key metrics in all transportation funding programs. To overcome some of these challenges and develop a data driven, performance-based transportation investment strategy which aligns with these new policies and performance outcomes, EDCTC is pursuing Caltrans Sustainable Transportation Planning Grant funding to work with proven subject area experts. This will ensure that EDCTC can advance statewide goals related to land use, multi-modal transportation, climate and equity, and continue to deliver transportation projects that meet the needs of today's rural residents.

#### **Active Transportation Plans**

EDCTC supported El Dorado County staff with active transportation project grant applications and continues to assist with funding administration in support of project development as required. EDCTC has taken responsibility for the collection of bicycle and pedestrian count data from counters located on multi-use trails on the West Slope. EDCTC is supporting El Dorado County and the City of Placerville with the adoption of Active Transportation Plans (ATP). The El Dorado County ATP is anticipated for formal adoption by the Board of Supervisors this fall.

## **EL DORADO TRANSIT AUTHORITY**

In March, EDCTA awarded a contract to DanTec Associates to perform an update to the Short- and Long-Range Transit Plan. A public workshop was held at the May 4 EDCTA board meeting. Two additional public workshops were held on May 3, the first from 9:30 to 11:00 am at Placerville Town Hall and the second from 6:30 to 8:30 pm at the El Dorado Hills CSD Pavilion. EDCTC staff is working very closely with EDCTA on this effort to determine the next generation of transit service post-pandemic.

For the month of April 2023, ridership across all three (3) modes of service (Demand Response, Fixed Route, Commuter) continued to trend up despite the ongoing suspension of some revenue services. Fiscal Year-to-date ridership was up 28.4% overall. Systemwide monthly passenger trips increased by 18.8% compared to the previous year. Demand Response ridership increased by 59.6% due primarily to the addition of 736 trips provided under the My Ride mileage reimbursement program. Local Fixed Route ridership increased by 13.2% despite the comparative absence of Saturday fixed route service, and Commuter ridership increased by 11.5%. The Sacramento Commuter ridership showed a significant increase of 52.0%, going from 10,175 riders between July and April in FY 2021-22, to 18,783 in FY 2022-23. The Sacramento/Tahoe Connector service grew 55.6% compared to July through April in FY 2021-22 (5,173 riders) versus July through April in FY 2022-23 (8,048 riders).

## **PARTNER AGENCY COORDINATION**

EDCTC is monitoring project allocation requests, bid awards, and planning activities for all projects which the Commission has programmed funds or played a role in project planning and development. EDCTC staff is also monitoring land use development activity and providing comment letters reflecting consistency with the 2020 El Dorado County Regional Transportation Plan and other related plans and studies administered by the EDCTC. EDCTC continually works with El Dorado County and the City of Placerville staff to amend the SACOG Metropolitan Transportation Improvement Program (MTIP) for County and City projects. EDCTC has included all the recently programmed CMAQ and STBGP projects in the EDCTC Project Monitoring Report and SACOG MTIP. EDCTC continues to monitor STBG and CMAQ project delivery on all projects for which EDCTC has programmed these funds.

## **CITY OF PLACERVILLE**

### **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 and underground utility repair and replacement on Broadway between the same project limits as the sidewalk project. The City received Highway Safety Improvement Program (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 Surface Transportation Block Grant (STBG) funds from EDCTC to fully fund the maintenance element. The \$1 million in STBG funds were programmed at the May 5, 2022, EDCTC Board meeting. The sidewalk project went out to bid for construction on March 28, 2023, and bids were opened on April 27, 2023. Only one bid was received, and on May 24, 2023, the City Council rejected the lone bid, and the project has been readvertised. The maintenance project is scheduled to go out to bid in June 2023, with the construction contract awarded in July 2023.

### **Canal Street Phase 1 Project**

The project spans from Cougar Lane to Combella Road on Canal Street in Placerville and proposes to construct bicycle facilities and replace existing sidewalk, as well as construct new sidewalk on Combella Road that will allow for safer and direct access to both Markham Middle School and El Dorado High School for students, pedestrians, and bicyclists. The City applied for and received \$1,327,950 in CMAQ funds as part of the 2022 call for projects and will be supplying \$172,050 in

Measure L funds as the required local match on the project. In Spring 2023, the City will release a Request for Proposals for environmental and design services, followed by environmental and preliminary engineering work in summer 2023.

#### Canal Street Phase 2 Project

The project spans from Cougar Lane to the southernmost driveway at El Dorado High School to construct ADA-compliant curb ramps and continue south on Canal Street from said driveway to US Highway 50 to remove the existing narrow sidewalk and construct a new 2,890 lineal feet of sidewalk, pavement rehabilitation, underground utility repair and replacement, drainage improvements, and striping to provide for bicycle facilities. In September 2022, EDCTC programmed \$750,000 Surface Transportation Block Grant (STBG) Program funds with \$156,000 in Measure L funds to meet the local match requirement. In spring 2023, the City will release a Request for Proposals for environmental and design services.

#### Combella Road Sidewalk Project

The project proposes to construct a sidewalk from the east end of David Circle to Canal Street on Combella Road. The design funds for this project were requested as part of the Canal Street Phase I project. This project addresses only the construction phase. In September 2022, EDCTC programmed \$783,490 in Surface Transportation Block Grant (STBG) Program funds with \$101,510 in Measure L funds to meet the local match requirement. The City will release a Request for Proposals for environmental and design services in spring 2023 and begin construction summer of 2025.

### **EL DORADO COUNTY**

#### Camino Wayfinding

EDCTC is working with El Dorado County and Caltrans to explore opportunities for a signage and wayfinding plan for the greater Camino area. This effort would identify locations and a theme for signage and wayfinding infrastructure to help mitigate loss of access across US 50 from the recent US 50 Camino Safety Project. While not yet fully developed, the scope of work would include extensive public and stakeholder engagement to establish a theme which is consistent with the character of the area. Should EDCTC secure grant funding to pursue this effort, the 2023/24 Overall Work Program will be amended to include this task.

#### Pony Express Trail ATP Project

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 from the CTC required due to delays from both COVID-19 and the Caldor fire.

#### Missouri Flat Road Pedestrian Overcrossing

EDCTC supported El Dorado County DOT staff with the preparation of two grant applications for statewide and SACOG regional ATP Cycle 6. The County was not awarded funding in the statewide ATP round. However, the County was awarded \$3,271,000 million in SACOG Regional ATP funding for the Missouri Flat Road El Dorado Trail Bicycle and Pedestrian Overcrossing project.

#### Diamond Springs Parkway

EDCTC has been involved in discussions with County DOT staff regarding the funding shortfall identified on the Diamond Springs Parkway. To date, EDCTC has not identified a feasible funding program at the State or Federal level given the nature of the Parkway project. EDCTC will continue to work with County DOT to find a resolution to this funding challenge.

### **SACOG**

#### MTP/SCS

EDCTC is also working with SACOG, El Dorado County, and the City of Placerville on the next update of the MTP/SCS (2024 Blueprint), including the coordination of future SACOG led outreach efforts

underway in various locations throughout the region. EDCTC supported SACOG in their preparation of a Corridor Multimodal System Plan grant application for the US 50 Corridor. A member of the EDCTC staff will also serve as a panelist for a Regional Trails Implementation effort which is currently seeking proposals.

### Regional Funding Round

EDCTC staff will be serving on the upcoming SACOG Staff Member Funding Round Working Group. Director Deloria was appointed as the Chair of this six-county funding working group. Vice Chair Thomas was appointed as Chair of the SACOG Board Member Funding Working Group. This effort will help shape how future funding rounds are administered, including the performance metrics and criteria used for project ranking and selection. EDCTC staff will report to the Commission as this effort progresses over the next year.

### **CALTRANS**

#### SR 49 SHOPP

EDCTC recently met with Caltrans District 3 staff, to discuss the SR 49 State Highway Operation and Protection Program (SHOPP) project planned for the segment of SR 49 from Cool to Auburn scheduled to begin in 2025. Coordination on this effort included identifying improvements proposed in the recent SR 49 Confluence Study, which have the potential to be implemented through a Caltrans SHOPP project.

## **STATE TRANSPORTATION LEGISLATION AND FUNDING**

The Governor released the revised budget on May 12, 2023, which included an increase budget shortfall of \$9 billion for a total a budget gap of nearly \$32 billion in fiscal year 2023/24. Governor Newsom proposes to address this gap by shifting funding sources and internal borrowing. This would include shifting \$3.3 billion in existing commitments out of the general fund, including paying for \$1.1 billion in climate spending and \$1.1 billion in college student housing projects with bonds, and pulling back another \$1 billion in unused money from programs such as middle class tax refunds and utility bill support for low-income residents. The state will also borrow \$1.2 billion from special funds and increase a tax on managed care health plans by \$2.5 billion. The Governor equates this significant shortfall to monthly tax revenues coming in billions below the forecast levels. It is important to note that the transportation funding under SB 1, the Road Repair and Accountability Act of 2017, is protected under Proposition 69. Proposition 69 was a state constitutional amendment which ensures revenues from SB 1 can only be used for transportation-related purposes. This was approved by voters in June 2018, locking the gas tax revenue to transportation only.

This May revise budget does retain a multi-year commitment of \$44 billion for infrastructure, including transportation investments. As with recent years budgets, the focus remains on transitioning to zero-emissions vehicles, modernizing the state's transportation system, promoting energy innovation and reliability, expanding access to broadband, advancing housing goals, reducing wildfire risk, and drought resiliency and response. A full report of the proposed budget can be found here <https://ebudget.ca.gov/>. EDCTC staff anticipates a much more detailed analysis of the budget proposal revise released in May.

Listed below are a number of bills in the California Legislature EDCTC staff is tracking related to transportation policy and funding. The status of each bill is also now included to help track progress in the legislature.

### **AB 6 – Friedman (D): Transportation Planning**

Current law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization, in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation

agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

**Status: 3<sup>rd</sup> reading in Assembly 5/31**

**AB 7 – Friedman (D): Transportation funding capacity projects**

Current law requires Caltrans to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

**Status: 3<sup>rd</sup> reading in Assembly 5/31**

**AB 16 – Dixon (R): Motor Vehicle Fuel Tax Law: adjustment suspension**

Existing law requires the adjustment to the fuel tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families.

**Status: Referred to Committee on Transportation**

**AB 53 – Fong, Vince (R): Motor Vehicle Fuel Tax Law: suspension of tax**

This Bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

**Status: Referred to Committee on Transportation**

**AB 241 – Reyes (D): Air Quality Programs: funding**

Current law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light- and medium-duty trucks that are high polluters. Current law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Current law requires the guidelines to ensure vehicle replacement or a mobility option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Current law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified.

**Status: 3<sup>rd</sup> reading in Assembly 5/31**

**AB 251 – Ward (D): California Transportation Commission: vehicle weight safety study**

Would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee or restructuring an existing fee to include consideration of vehicle weight. The bill

would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature, as specified.

**Status: Referred to RLS for assignment**

**AB 295 – Fong, Vince (R): Department of Transportation: maintenance projects**

Would require the Department of Transportation to expedite roadside maintenance for specified projects related to roadside maintenance and the removal and clearing of material, as provided. The bill would also authorize local governmental entities, fire protection districts, fire safe councils, and tribal entities to notify the department of those projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger, as provided. The bill would require the Division of Maintenance to begin the maintenance project within 90 days of being notified.

**Status: 3<sup>rd</sup> reading in Assembly 5/31**

**AB 350 – Aguiar-Curry (D): Regional transportation plans: SACOG** Current law requires certain transportation planning agencies, including the Sacramento Area Council of Governments (SACOG), to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the SACOG on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025. The bill would provide that a specified update to the regional transportation plan adopted by the SACOG for purposes of compliance with certain federal laws is not a project for purposes of the California Environmental Quality Act (CEQA), thereby exempting this update from CEQA.

**Status: Referred to Committee on Natural Resources**

**AB 388 – Connolly (D): Wildfire and Forest Resilience Action Plan: implementation strategies**

Current law establishes the Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving ecosystem health, community wildfire preparedness, and fire resilience. The bill would authorize conservancies, departments, and boards within the Natural Resources Agency to directly award regional block grants to eligible regional entities, forest collaboratives, and partnerships to implement regional plans, strategies, agreements, and initiatives. The bill would require the Department of Forestry and Fire Protection to provide the task force and to post on its internet website a description, amount, and outcome of each regional block grant.

**Status: Referred to Committee on Natural Resources**

**AB 744 – Carrillo-Juan (D): California Transportation Commission: data, modeling, and analytic software tools procurement**

Current law vests the California Transportation Commission with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Upon the appropriation of funds by the Legislature, this bill would require the commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified.

**Status: Referred to Appropriations Committee for Approval**

**AB 761 – Friedman (D): Transit Transformation Task Force**

Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics.

**Status: Referred to Appropriations Committee for Approval**

**AB 1017 – Friedman (D): Engineering and traffic surveys: equestrian safety**

This bill would authorize a local authority to consider equestrian safety when conducting an engineering and traffic survey.

**Status: Referred to Committee on Transportation**

**AB 1250 – Friedman (D): Department of Transportation: low-carbon materials**

This bill would require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature that discusses, among other things, the carbon emissions associated with materials currently used in state transportation projects, alternative materials with lower carbon emissions, and benchmarks for using materials with lower carbon materials. The bill would require the department to report to the Legislature annually on the department's progress in meeting the benchmarks described above.

**Status: Referred to RLS for Assignment**

**SB 615 – Allen (D): Vehicle traction batteries**

The bill would make a vehicle or battery manufacturer responsible for collecting a stranded battery, as defined, and repurposing the battery, if possible, but would require the manufacturer to ensure the battery is recycled if it cannot be reused. The bill would require, by January 1, 2025, a battery supplier, as described, to be responsible for the development of a core exchange program for replacing a battery, module, or cell removed from a vehicle, as specified.

**Status: Ordered to Assembly**

**SB 638 – Eggman (D): Climate Resiliency and Flood Protection Bond Act of 2024**

This bill would enact the Climate Resiliency and Flood Protection Bond Act of 2024 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,000,000,000 pursuant to the State General Obligation Bond Law, for flood protection and climate resiliency projects.

**Status: 3<sup>rd</sup> reading in Senate 5/31**

**SB 670 – Allen (D): Transportation: vehicle miles traveled**

Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Current law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires certain transportation planning programs and processes to, among other things, identify opportunities to reduce vehicle miles traveled or measure

the impact of certain policies on vehicle miles traveled. This bill would require state and local transportation agencies to create a single model for vehicle miles traveled mapping to be used for transportation planning and funding.

**Status: Referred to Committee on Environmental Quality**

**SB 695 – Gonzalez (D): Department of Transportation: state highway system public data portal**

This bill would require the Department, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would also require the department to prepare and make available, no later than June 30, 2024, data, and information about activities on the state highway system on a public data portal covering the period from July 1, 2012, to July 1, 2023. The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. The bill would require the department to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.

- **Status: Referred to Appropriations Committee for Approval**

**FEDERAL TRANSPORTATION LEGISLATION AND FUNDING**

EDCTC staff is working with County, City of Placerville, and El Dorado Transit partners to consider and to apply for new and expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year. Some of the programs under consideration include the following:

- **Safe Streets for All (\$6 Billion)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15 Billion)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14 Billion)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6 Billion)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0 Billion)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **MEGA Projects (\$15 Billion)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7 Billion)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.



- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$15.77 Billion)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5 Billion)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1 Billion)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.78 Billion)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1 Billion)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2 Billion)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

#### **EVENTS AND MEETINGS ATTENDED** *(since the last Commission meeting May 4, 2023)*

5/10/23	EDCTC/SACOG Coordination Meeting
5/12/23	IT RFP Interview – RTS IT, Inc.
5/12/23	IT RFP Interview – 7thDi
5/15/23	Meeting with SACOG re: Funding Round Working Group
5/16/23	EDCTC Staff Meeting
5/16/23	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
5/16/23	RTPA Meeting
5/17/23	Cap-to-Cap Debrief Meeting
5/18/23	SHSP Steering Committee Meeting
5/18/23	SACOG Board of Director's Meeting
5/18/23	Megaregion Steering Committee Meeting
5/19/23	Caltrans District 3 MLSP Coordination Meeting
5/19/23	RCTF Meeting
5/22/23	EDCTC TAC Meeting
5/22/23	Toll Policy Monthly Meeting
5/23/23	CFPG Meeting
5/24/23	EDCTC RTP EIR Discussion – S. Peterson
5/25/23	Transportation Cooperative Committee Meeting
5/26/23	Funding Opportunity Discussion
5/30/23	CALCOG Review with Supervisor Thomas
5/30/23	Agenda Review with Chair Clerici
5/31/23	CRRSA Funds Discussion
5/31/23	Wildfire Preparedness Plan Outreach Discussion with DKS
6/1/23	EDCTC/City of Placerville/EDC DOT Coordination Meeting
6/1/23	SACOG Transportation Meeting
6/1/23	EDCTA Board Meeting