

EXECUTIVE DIRECTOR'S REPORT

Revised 4.1.2021

DATE: APRIL 1, 2021
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

El Dorado Hills Business Park Community Transportation Plan

Funded with \$144,000 in Federal Highway Administration State Planning and Research funding, this plan is working to address the increasing development interests in the area near the El Dorado/Sacramento County Line and the expanding City of Folsom on the south side of U.S. Highway 50. Three public outreach videos were made available online to educate the public about the purpose and need for the transportation plan. El Dorado County Transportation Commission (EDCTC) and the consultant team prepared a summary of the online engagement and Frequently Asked Questions List for distribution to be posted on the project web page. An outline of the draft plan has been prepared by the consultant and is being reviewed by EDCTC staff. An additional project development team meeting will be held in the Summer of 2021.

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

EDCTC was awarded \$231,300 in Strategic Partnerships Transportation Planning grant funding for the US 50 Corridor System User Analysis, Investment Strategy and Access Control Action Plan (US 50 Corridor Plan). EDCTC entered into a Professional Services Agreement with Wood Rodgers to prepare the US 50 Corridor Plan. The first project development team meeting was held on January 29, 2021. El Dorado County, the City of Placerville, and Caltrans were in attendance. A circulation map has been prepared for the Pilot Program in the City of Placerville and preliminary estimates have been developed for the public outreach. The cost estimate for deployment of the Pilot elements including extending signal timing for multiple hours, enforcement, staging and removal of signage and/or barriers is now being refined and will be presented to the project development team on April 8th. Once the estimate has been fully vetted by the team, EDCTC will work with all the project partners to identify the funding sources.

COORDINATION, OUTREACH, AND ADVOCACY

EL DORADO COUNTY

Cycle Five Regional SACOG Active Transportation Program (ATP) Grant Applications

El Dorado County DOT applied for Regional ATP funding to SACOG to support the Pedestrian Overcrossing of Missouri Flat Road. This overcrossing would connect the two completed sections of the El Dorado Trail. Unfortunately, the County was not successful in their application as the project did not rank in the top tier for the funding. Furthermore, the amount requested, over \$5 million, was a rather large request given the \$11 million available regionwide. EDCTC will continue to work with El Dorado County DOT to identify funding opportunities for the overcrossing.

CITY OF PLACERVILLE

Western Placerville Interchanges Phase 2.2

The City of Placerville was granted a 12-month extension of SB-1 Local Partnership Program funds at

the June 26-27, 2020 CTC meeting. The project went out to bid on October 15, 2020 with bids opened on November 19, 2020. Doug Veerkamp Engineering was the only bid received. City Council awarded the construction contract to Doug Veerkamp Engineering on January 12, 2021. Construction of the eastbound onramp is anticipated to be completed in Fall of 2021.

Broadway Sidewalks Project

The project improves pedestrian safety by constructing new curb, gutter, and sidewalk on four segments of Broadway between the Main Street/Mosquito Road/Broadway intersection and Orchard Lane, where there are currently no pedestrian facilities. The project is funded by Highway Safety Improvement Program (HSIP) funds. The project is progressing through right-of-way (ROW), utility agreements, and final design. The city plans to begin construction in spring 2021.

Placerville Drive Bicycle and Pedestrian Facilities Project

The project will design bicycle facilities and sidewalks along Placerville Drive from west of the US 50 undercrossing to Green Valley Road, and sidewalk on the west side of Green Valley Road from Placerville Drive to Mallard Lane. In June 2016, EDCTC programmed \$1.1 million of Congestion Mitigation and Air Quality (CMAQ) funds to the project. The consulting contract was awarded to Drake Haglan and Associates at the July 10, 2018 City Council meeting. At the March 7, 2019 meeting, EDCTC programmed \$680,303 in CMAQ funds to the project development phases. The City applied for the regional SACOG ATP on Thursday, December 3, 2020, with SACOG staff recommendations expected to be announced April 2021.

EL DORADO TRANSIT AUTHORITY

Zero Emission Bus (ZEB) Fleet Conversion Plan

In 2019, EDCTC received a FY 2020-2021 Caltrans Sustainable Transportation Planning grant to fund the *El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan*. The California Air Resources Board's (CARB) Innovative Clean Transit Regulation mandates the full conversion of transit bus fleets to zero-emission by 2040. The project will develop a Zero Emission Bus Fleet Conversion Plan for El Dorado Transit to facilitate the 100% conversion of El Dorado Transit's current fleet of internal combustion vehicles to ZEB's by 2040. Stantec provided a final existing conditions report on March 19, 2021. The first PDT was held on March 30, 2021 and the first public workshop and SAC meeting are scheduled for late April / early May.

CALTRANS

US Highway 50 Camino Safety Project

Caltrans awarded the contract to Security Paving, Inc. in the amount of \$26,932,859 for Phase 1, the full median barrier, wildlife undercrossing, and local roadway undercrossing just east of Lower Carson Road. Construction on the mainline of US 50 began in late 2020. The contractor is currently working toward the east end of the project, near the planned undercrossing just east of Lower Carson Road. Mainline work for this area includes removing the existing median barrier in preparation of shifting traffic to start the bridge undercrossing construction. A portion of Carson Road has one lane open during this current phase of construction. EDCTC staff has been participating in weekly project meetings to ensure impacts are mitigated for seasonal traffic and safety. The current progress is behind schedule due to several factors including a Covid outbreak within the construction crew and challenges with utility relocation. Caltrans is working with the contractor to expedite project delivery in other areas to account for the delay.

SACOG

Region Parks and Trails Strategic Development Plan

EDCTC staff is serving as a partner on the development of the SACOG Region Parks and Trails Strategic Development Plan. This plan will integrate active transportation in the six-county Sacramento region, including the existing and planned facilities in El Dorado County.

Transportation Data Resources

EDCTC staff has been working with SACOG staff to utilize Replica Transportation Modeling data, currently under review by SACOG modelling staff. The Replica database is a comprehensive set of "big data" which includes an array of data points related to transportation, land use, and other socio-economic metrics. EDCTC is using this data for the US 50 Corridor Plan and will likely be utilizing this resource for future planning efforts. The dataset compiles data collected across multiple mobile and static collection tools into a very comprehensive yet scalable data resource platform. The data can be queried across geographic, socio-economic, and other attributes to provide specialized and very specific results.

STATE TRANSPORTATION LEGISLATION AND FUNDING

State Transportation Funding

Governor Newsom submitted his 2021-2022 State Budget proposal to the Legislature on January 8, 2021. The Governor's proposal includes a total of \$227.2 billion which is focused on pandemic response and relief combined with broader economic recovery. The proposal is broken down into the following topic areas:

- COVID-19 Vaccinations
- Economic Recovery and Job Creation
- Education, Child Care, and Workforce Development
- Health Care Affordability and Aging
- Housing and Homelessness
- Emergency Response and Preparedness
- Climate Change
- Environmental Justice
- Results-Oriented Government and Digital Transformation

Economic recovery is also a focus of the proposal to build upon the investments made to address pandemic relief. This includes \$777.5 million for a California jobs initiative for job creation, regional development, and climate innovation. Furthermore, the proposal includes the affordability of housing and health care as well as increasing the state's minimum wage to \$14 per hour.

More detail on the Governor's 2021-2022 Budget Proposal can be found here:

<http://www.ebudget.ca.gov/budget/2021-22/#/BudgetSummary>.

In conjunction with the 2021-2022 budget proposal, the Governor has also released a 2021 Five Year Infrastructure Investment Plan. This five-year plan is focused on strategic and targeted investments in infrastructure that can be leveraged to contribute to California's economic recovery. The plan will invest to make statewide infrastructure more resilient to climate change, earthquakes, and other risks to avoid greater disaster response spending in the future. The plan places priority on projects which can be delivered quickly, contributing to job creation across multiple sectors of the economy. Additionally, a focused investment in broadband expansion is included in this plan to help expand tele-work, tele-education, and tele-medicine while reducing greenhouse gas emissions and vehicle miles travelled. The plan also focuses on the Governor's direction toward a zero-emission vehicle future with targeted investment in electric vehicle charging and hydrogen fueling stations across California.

The 2021 Five Year Infrastructure Plan can be accessed here: <http://www.ebudget.ca.gov/2021-Infrastructure-Plan.pdf>.

Road Repair and Accountability Act (SB 1)

Funding programs contained within SB 1 are based on a biennial basis. Those competitive programs are administered through an application process followed by a review resulting in a staff recommendation to the CTC. The next cycle of SB 1 competitive funding will begin in winter/spring of 2022.

State Transportation Legislation

The State Legislature went into Spring recess on March 25 and will reconvene on April 5. In addition to pandemic relief, the focus of the Legislature remains on three issues, housing, police reform, racial justice, and equity, not transportation. Some of the bills that we have been tracking include the following:

- **AB 5 Greenhouse Gas Reduction Fund: High Speed Rail Authority: K–12 education: transfer and loan**
Existing law continuously appropriates 25% of the annual Greenhouse Gas Reduction Fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021–2022 and 2022–2023 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund.
- **AB 11 (Ward D) Climate change: regional climate change authorities.**
Would require the Strategic Growth Council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.
- **AB 14 (Aguiar-Curry D) Communications: broadband services: California Advanced Services Fund.**
This bill would authorize local educational agencies to report to the department their pupils' estimated needs for computing devices and internet connectivity adequate for at-home learning. The bill would require the department of education, in consultation with the Public Utilities Commission, to compile that information and to annually post that compiled information on the department's internet website.
- **AB 34 – Communications: Broadband for All Act of 2022**
Would declare the intent of the Legislature to enact legislation that would enact the Broadband for All Act of 2022, to become operative only if approved by the voters at the November 8, 2022, statewide general election, to authorize the issuance of state general obligation bonds to fund increased access to broadband services to rural, urban, suburban, and tribal unserved and underserved communities.
- **AB 41 – Broadband Infrastructure**
Current law provides that the Department of Transportation has full possession and control of state highways and associated property. This bill would state the intent of the Legislature to enact future legislation that will improve California's "Dig Once" policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved.
- **AB 43 – Traffic Safety**
Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.

- **AB 52 – California Global Warming Solutions Act of 2006: Scoping Plan Updates: wildfires.**

Current law continuously appropriates 35% of the annual proceeds of the Greenhouse Gas Reduction Fund (fund) for transit, affordable housing, and sustainable communities' programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires.
- **AB 106 (Salas D) Regions Rise Grant Program.**

Would establish the Regions Rise Grant Program within the Governor's Office of Business and Economic Development (GO-Biz) for the purpose of supporting inclusive, cross-jurisdictional, and innovative engagement processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. This bill would require GO-Biz to develop and implement a process for the awarding of competitive grants to eligible applicants within the program. The bill would define an eligible applicant as a regional collective composed of a diverse set of public and private stakeholders who organize themselves around one or more community challenges or priorities impacting a region and meet certain requirements.
- **AB 122 (Boerner Horvath D) Vehicles: required stops: bicycles.**

Would require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have stopped at the entrance of the intersection, have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until reasonably safe to proceed.
- **AB 261 (Seyarto R) Authorized emergency vehicles.**

Would permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services.
- **AB 284 (Rivas, Robert D) California Global Warming Solutions Act of 2006: climate goal: natural and working lands.**

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, when updating the scoping plan and in collaboration with the Natural Resources Agency and other relevant state agencies and departments, to take specified actions by January 1, 2023, including, among others, identifying a 2045 climate goal, with interim milestones, for the state's natural and working lands, as defined, and identifying practices, policy incentives, market needs, and potential reductions in barriers that would help achieve the 2045 climate goal. The bill would require the state board, no later than January 1, 2024, to develop standard methods for state agencies to consistently track greenhouse gas emissions reductions, carbon sequestration, and additional benefits from natural and working lands over time.
- **AB 297 (Gallagher R) Fire prevention.**

Would continuously appropriate \$480,000,000 and \$20,000,000 to the Department of Forestry and Fire Prevention and the California Conservation Corps, respectively, for fire prevention activities.

- **AB 339 (Lee D) State and local government: open meetings.**
This bill would require all public meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public.
- **AB 786 (Cervantes D) California Transportation Commission (CTC): executive director.**
Current law requires the CTC to appoint an executive director for the CTC who serves at the pleasure of the CTC. This bill would instead require the executive director of the CTC to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.
- **AB 840 (Holden D) Transportation: interregional connectivity.**
Would express the intent of the Legislature to later enact legislation that would increase interregional connectivity for Californians across counties and improve interconnectivity across modes of transit and pursue opportunities to meet the state's environmental goals through evidence-based public planning that prioritizes diverse public transit options and active transportation infrastructure.
- **AB 1035 (Salas D) Transportation: Road Maintenance and Rehabilitation Program: recycled material standards.**
Current law requires the Department of Transportation and cities and counties receiving funds under the program, to the extent possible and cost effective, and where feasible, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. This bill would delete the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible.
- **AB 1037 (Grayson D) Infrastructure construction: digital construction technologies.** Would require an infrastructure project that receives any state funding to deploy digital construction technologies, as defined, to reduce waste, inefficiency, rework, cost overruns, and embodied carbon, and to improve delivery times and project quality.
- **AB 1047 (Daly D) Road Repair and Accountability Act of 2017: reporting internet website.**
Would require the California Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017 (SB-1).
- **AB 1049 (Davies R) Public Transportation Account: loan repayment.**
Current law requires funds in the Public Transportation Account, a trust fund in the State Transportation Fund, to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated a proportional share by the State Controller to specified local transportation agencies for public transportation purposes. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.

- **AB 1141 (Frazier D) Wildfires: Wildland Urban Interface Fire Research Center.**
Current law establishes various programs for the prevention, detection, and mitigation of wildfires. This bill would express the intent of the Legislature to enact subsequent legislation that would develop and fund a Wildland Urban Interface Fire Research Center that specifically addresses the wildland urban interface fire problem and needs of wildfire prevention, detection, and mitigation planning, building, and response, and related economic, insurance, and modeling practices in the state.
- **AB 1154 (Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.**
Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency that are specifically recommended by the State Board of Forestry and Fire Protection that improve the fire safety of an existing subdivision if certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.
- **AB 1209 (McCarty D) Transportation planning: Sacramento Area Council of Governments: Green Means Go Grant and Loan Program.**
Would require the Sacramento Area Council of Governments (SACOG), upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined. The bill would require SACOG, on or before November 1, 2023, and annually thereafter, to submit a report to the Legislature describing the development and administration of that program, number of moneys awarded pursuant to that program, and status of projects for which that program's moneys were awarded.
- **SB 66 – California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.**
Would require the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives.
- **SB 99 (Dodd D) Community Energy Resilience Act of 2021.**
The bill would require a local agency plan to, among other things, ensure that a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service.
- **SB 339 (Wiener D) Vehicles: road usage charge pilot program.**
Current law requires the Chair of the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

State Transportation Policy

In addition to statewide legislation, EDCTC is tracking statewide transportation policies which impact project planning, funding, and delivery. Some of the recent policies we are currently tracking include the following:

Executive Order 79-20 (Sept 2020). Governor Newsom's order setting a target for 100% of all new cars, buses, and trucks sold in 2035 and beyond to be zero emission. Requires state agencies to develop charging and fueling infrastructure to support the effort, and to align other modes, such as rail, transit, and biking, to support an integrated system.

Executive Order N-19-19 (Sept 2019). Governor Newsom's order to address climate change through state investments, including CalPERS, and purchasing. Includes commitment to "accelerate" milestone of 5 million zero emission vehicle (ZEV) sales by 2025. Specifically for transportation investments, the order directs CalSTA to leverage the \$5 billion in annual spending for transportation construction, operations, and maintenance to reverse the trend of increased fuel consumption; align transportation spending to achieve the objectives in ARB's Climate Change Scoping Plan, where feasible; direct transportation investments to support housing production near jobs and according to state's smart growth principles (taking public health into account); reduce congestion by encouraging mode shifts, fund transit, walking, biking, and other active modes; and mitigate increases in transportation costs for lower income Californians.

To implement EO-N-19-19 and leverage state transportation funding to meet state climate change goals, the California State Transportation Agency (CalSTA) is developing a Climate Action Plan for Transportation Infrastructure (CAPTI). EDCTC has been directly engaged in the workshops focused around the draft CAPTI guidelines. CalSTA has released the draft for public review and presented the draft to the CTC on March 24, 2021.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

On March 11, President Biden signed a \$1.9 trillion Covid relief bill, the Covid American Rescue Plan (CARP). This bill provides direct relief to businesses, local governments, and residents relating to economic losses due to the Covid pandemic. No specific set aside is identified for transportation specifically. However, the language in the bill is very broad, which may present the County and City with opportunities to promote local jobs and spur economic recovery through investing in transportation infrastructure. EDCTC staff will be working closely with all partners to determine the highest and best use of any funding which may be utilized for transportation investments.

EDCTC staff is also engaged in distribution of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021, signed on December 27, 2020. CRRSAA includes \$900 billion in supplemental appropriations for Covid relief. While a significant share is allocated directly to transit operations and capital, the act also includes funding to support surface transportation infrastructure, among other relief programs. The CTC approved the methodology for distribution of CRRSAA funding at their March 23, 2021 meeting. CTC staff is now working on developing guidelines for funding distribution which is expected to be approved by the CTC in May. Staff will be working very closely with the County and City staff to identify priority projects which need funding and align with the guidance adopted by the CTC. Ultimately, the projects must be shovel ready and delivered quickly to support economic recovery and prosperity as we transition out of the recent pandemic. EDCTC staff will be presenting options to consider programming the CRRSAA funding to the City and County at the June EDCTC meeting.

On March 31, 2021, the Biden administration released a \$2 trillion infrastructure and jobs stimulus package, the American Jobs Plan. This far-reaching plan goes beyond roads, bridges, and other more traditional infrastructure and includes clean energy, elderly caregiving, low-income housing, Veterans Affairs medical services, abandoned mine reclamation, and broadband. The plan includes revenue

increases through adjusting the corporate tax rate to 28% and the minimum tax on U.S. multinational corporations to 21%. In summary the plan invests in the following core areas:

- \$621 billion - Transportation Infrastructure
 - \$174 billion for electric vehicles and charging stations
 - \$115 billion to modernize bridges, highways, roadways, and main streets
 - \$85 billion for public transit
 - \$80 billion for Amtrak's repair backlog and service expansion
 - \$50 billion toward infrastructure resiliency to withstand climate related disasters
 - \$25 billion on "miscellaneous projects"
 - \$25 billion to upgrade airports
 - \$20 billion to improve road safety
 - \$20 billion to connect underserved neighborhoods
 - \$17 billion to improve inland waterways, coastal ports, ports of entry, and ferry services
- \$650 billion – Housing and Quality of Life
 - \$213 billion on housing and commercial retrofits
 - \$111 billion on water infrastructure
 - \$110 billion to modernize the electrical grid
 - \$110 billion on broadband expansion
 - \$100 billion on improvements and expansion of public education facilities
 - \$40 billion on public low-income housing
 - \$27 billion on a clean energy accelerator
 - \$25 billion on childcare improvements in underserved areas
 - \$18 billion on Veterans Affairs medical facilities
 - \$16 billion on reclamation and closure of abandoned petroleum wells and mines
 - \$12 billion on community colleges
 - \$10 billion on modernization of Federal buildings
 - \$10 billion on employment development in public lands and waters
- \$400 billion – Elderly and Disabled Care
- \$300 billion – Research Development and Manufacturing

There is a likelihood that Federal earmarks will return after an 11-year slumber for both the Fiscal Year 2022 federal appropriations process, as well as the reauthorization of the surface transportation bill. EDCTC staff is working closely with our partners to prepare projects which have potential to receive this Federal discretionary funding.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting March 4, 2021)*

3/05/21	US 50 Corridor Emergency Access Meeting
3/05/21	CALCOG Meeting
3/08/21	SACOG Policy & Innovation Meeting
3/09/21	Trade Corridor Enhancement Program Target Methodology Workshop
3/09/21	SACOG/EDCTC/PCTPA Coordination Meeting
3/09/21	CTC Meeting – Mathew Yosgott
3/09/21	CTC Covid Relief H.R. 133 Stimulus Workshop
3/10/21	Annual Staff Performance Review
3/10/21	GoInvest Discussion with EDCTA – Matt Mauk
3/11/21	SHSP Steering Committee Meeting - Caltrans
3/12/21	CALCOG Meeting
3/16/21	EDCTC Project Earmark Discussion
3/16/21	Meeting to Discuss Federal Grants -El Dorado County DOT – Rafael Martinez
3/16/21	EDCTC and Caltrans – Sue Takhar
3/17/21	CALCOG Discussion – Wendy Thomas
3/17/21	Meeting with El Dorado County and SACOG Regarding Green Means Go
3/17/21	Meeting with City of Placerville – Cleve Morris
3/18/21	Caltrans Camino Update

3/18/21	SACOG Board Meeting
3/18/21	Transportation Coordination Committee Meeting - Caltrans
3/19/21	RCTF Meeting
3/22/21	EDCTC TAC Meeting
3/22/21	Collaboration with EDCWA, EDCTC and City of Placerville
3/23/21	RTPA Meeting
3/24/21	CTC Meeting
3/25/21	CTC Meeting
3/26/21	Meeting with South Lake Tahoe – Joseph Irvin
3/26/21	EDCTC and Transit Funding Discussion – Matt Mauk
3/26/21	Mega-Region Meeting – MTC/SJCOG/SACOG
3/30/21	Trade Corridor Enhancement Program Target Methodology Workshop 4
3/31/21	Agenda Review with George Turnboo
3/31/21	Agenda Review with Kara Taylor