

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** SEPTEMBER 7, 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**

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

EDCTC was awarded \$217,124 in Sustainable Transportation Planning Grant funding 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. The completed planning strategy will support EDCTC in adapting to changes in transportation funding policies at the State and Federal levels that emphasize performance outcomes toward equity, adaptation and resiliency, and combating climate change. EDCTC is evermore challenged by these performance metrics due to low population densities, expansive geography, and widely dispersed disadvantaged cohorts, all of which are key metrics in transportation funding programs. To overcome some of these challenges EDCTC will develop a data driven, performance-based transportation investment strategy which aligns with these new policies and performance outcomes.

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

The EDCTC Board awarded the consulting contract to DKS at the March 3<sup>rd</sup>, 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<sup>th</sup>, 2023, from 6:30 to 8:00 pm at the El Dorado County Planning Commission Hearing Room. The Draft Existing Conditions Report was presented at the June 1<sup>st</sup>, 2023, EDCTC Board meeting and was subsequently finalized and posted on the project website. The project had an informational booth at the June 15<sup>th</sup>-18<sup>th</sup>, 2023, El Dorado County Fair, and attended the Saturday, June 17<sup>th</sup>, 2023, Placerville Farmers Market. The project is holding two community outreach events during the second week of September: a virtual meeting with the Apple Hill Growers on September 11<sup>th</sup> and an in-person meeting on September 12<sup>th</sup> at the El Dorado County Fairgrounds with the Diamond Springs community. During September, the project is coordinating with Sheriff's OES, Cal Fire, and the El Dorado County Office of Wildfire Preparedness and Resilience to conduct wildfire evacuation scenario modeling to assess the performance of the transportation system during an evacuation.

#### **Active Transportation Program**

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. The El Dorado County Active Transportation Plan is anticipated for formal adoption by the Board of Supervisors this fall.

The California Transportation Commission will begin holding stakeholder meetings this month for development of the Cycle 7 Active Transportation Program guidelines. EDCTC will be attending

meetings, coordinating with partner agencies, and preparing for the next round of competitive applications.

### **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<sup>th</sup> EDCTA Board meeting. Two additional public workshops were held on May 3<sup>rd</sup>, 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 July 2023, ridership across all three (3) modes of service (Demand Response, Fixed Route, Commuter) continued to trend up despite the absence of Saturday fixed route service, which will be reinstated in September 2023. Fiscal Year-to-date ridership only takes July into account since it was the first month of the new fiscal year.

In July, systemwide monthly passenger trips increased by 18.3% compared to July 2022. Demand Response ridership increased by 75.5%. Local Fixed Route ridership increased by 13.6%. Total commuter ridership increased only 1.9%, reflecting an 18.9% drop in ridership on the Sacramento/Tahoe Connector service in July 2023 compared to July 2022 (1,113 riders in July 2022 compared to 903 riders in July 2023).

### **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 Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 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.

#### **Climate Adaptation Program/PROTECT**

On July 31<sup>st</sup>, 2023, in coordination with the City of Placerville, EDCTC staff submitted a Climate Adaptation Program application to the California Transportation Commission for the US 50 Trip to Green Congestion Management and Resiliency Strategy. EDCTC also prepared an application for Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program funding. The applications are requesting \$3,750,000 to complete the Environmental Approvals, Engineering Design and Right-of-Way to install the necessary infrastructure to conduct Trip to Green on an as needed basis. The infrastructure will include items such as automated signs, signals, automatic and mechanical arm gates, rising bollards, permanent and/or relocatable barriers, channelizers, directional signage, and other hardscape improvements that support the implementation, safety, and operations of the project.

#### **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. The scope of work includes extensive public and stakeholder engagement to establish a theme, which is consistent with the character of the area. On September 6<sup>th</sup>, 2023 EDCTC staff submitted an application for Caltrans Rural Planning Assistance carryover funds to

support this effort. Should funding be awarded, the 2023/24 Overall Work Program will be amended to include this task and begin work in early fall of 2023.

### MTP/SCS

EDCTC is 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 is serving on the 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.

### 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.

EDCTC staff has been working with Caltrans and El Dorado County to identify locations for installation of signage directing traffic onto Carson Road for both east and west-bound travelers on US 50 adjacent to the recently completed US 50 Camino Safety Project. The eastbound signage has been installed and the westbound signage is being evaluated by Caltrans now.

Additionally, EDCTC staff has been working with Caltrans and El Dorado County on the installation of deer crossing signs and flashing beacons. These locations would be on the western portion of US 50 from the El Dorado/Sacramento County line east to the Bass Lake grade.

## **EDCTC PROJECT OVERSIGHT AND ADMINISTRATION**

EDCTC is responsible for oversight of project delivery with regard to transportation funding programmed to local agencies such as the City of Placerville and El Dorado County. One aspect of this oversight is ensuring that project invoicing is submitted consistent with the funding requirements for various State and Federal funding sources administered by Caltrans. One of the primary requirements is that projects are invoiced on a regular basis to ensure timely use of funds and retain all funds programmed to a given project. Caltrans monitors project delivery closely and maintains a published list of those projects which have not been invoiced within the last 6 months or more, known as the inactive list. This list is published on the Caltrans website for local agencies such as EDCTC to monitor and work with local cities and counties to ensure invoices are submitted in a timely manner. Ultimately, if a city or county does not submit an invoice within 11 months and does not provide justification for why, the obligated funds could be removed from the project and programmed elsewhere. Currently, the projects listed below within the EDCTC jurisdiction are listed on the inactive projects list published on Caltrans website on August 29, 2023. EDCTC staff is working closely with County and City staff to resolve the delivery challenges facing each of these partner agencies' projects.

<b>Project</b>	<b>Status</b>	<b>Months Inactive</b>	<b>Unexpended Balance</b>
Henningson Park/Lotus Road Class I Multi-Use Trail Improvements	Inactive Invoice Immediately	6	\$650,000.00
Bucks Bar at North Fork Cosumnes River Bridge Replacement	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 08/24/2023	9	\$425,105.00
Intersections of Pleasant Valley Road with Hanks Exchange, Leisure Lane, Cedar Ravine, Zandonella West/Big Cut and Newtown Road; clear sight triangle at intersections and install flashing beacons and warning signs near high crash intersections.	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 08/17/2023	10	\$385,396.54
Intersections of Pleasant Valley Road with Oriental Street, Church Street and Racquet way, Pleasant Valley Road between Toyan Drive and Pearl Place; improve pedestrian safety along Pleasant Valley road including pedestrian crossings at intersections and installation of speed feedback signs.	Inactive Invoice Immediately	11	\$165,000.00
Canal Street Bicycle and Pedestrian Improvement Project Phase 1	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 08/15/2023	6	\$862,360
Canal Street Bicycle and Pedestrian Improvement Project Phase 2	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 08/15/2023	6	\$360,000

### **STATE TRANSPORTATION LEGISLATION AND FUNDING**

The Governor released the revised budget on May 12<sup>th</sup>, 2023, which included an increased 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.

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 : Regional Transportation Plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions**

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: Failed Deadline in Senate (7/14/23) may be acted upon January 2024**

**AB 7 – Friedman (D): Transportation Planning: Project Selection Process**

The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified principles into their existing program funding guidelines and processes.

**Status: Ordered to Third Reading in Senate (9/5/23)**

**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 Assembly Transportation Committee (3/30/23)**

**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 Assembly Transportation Committee (3/30/23)**

**AB 241 – Reyes (D): Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.**

Current law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Current law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Current law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035.

**Status: Assembly Third Reading (9/6/23)**

**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: Senate Third Reading (9/6/23)**

**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: Ordered to Third Reading Senate (9/6/23)**

**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 Senate Appropriations Committee (7/5/23)**

**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: Ordered to Third Reading Senate (9/6/23)****AB 914 – Friedman (D): Electrical Infrastructure: CEQA: Review Period**

The California Environmental Quality Act (CEQA) requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay.

**Status: Referred to Senate Appropriations Committee (7/13/23)**

**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 Senate Appropriations Committee (7/13/23)**

**SB 5 – Nguyen (R): Motor Vehicle Fuel Tax Law: limitation of adjustment**

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

**Status: Failed passage in committee, reconsideration granted (5/3/23)**

**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: Ordered to Third Reading Assembly (9/6/23)**

**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 August 3, 2023)*

8/4/23	SACOG Funding Round Meeting
8/7/23	SACOG Policy & Innovation Meeting
8/7/23	Google Trip Routing Discussion
8/8/23	SACOG Staff Funding Round Working Group Meeting
8/8/23	Meeting with SACOG and PCTPA – J. Corless and M. Click
8/9/23	EDCTC Staff Meeting
8/9/23	MPO Outreach – 2024 Safety Performance Targets
8/10/23	STIP Discussion with EDC DOT and the City of Placerville
8/14/23	EDCTC Staff Meeting
8/14/23	Meeting with Supervisor Thomas
8/14/23	Discussion with EDC and EDC Chamber of Commerce
8/15/23	BOS Meeting
8/15/23	RTPA Meeting
8/16-17/23	CTC Meeting
8/17/23	SACOG Board of Directors Meeting
8/18/23	EDCTC Staff Discussion
8/21/23	Meeting with Supervisor Laine
8/22/23	EDCTC Staff Meeting
8/23/23	CTC - Goods Movement Webinar
8/24/23	SACOG Funding Round Framework Meeting
8/25/23	SACOG Race and Inclusion Meeting
8/28/23	SACOG Policy and Innovation Meeting
8/28/23	EDCTC TAC Meeting
8/29/23	BOS Meeting
8/29/23	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
8/29/23	Phone Call with Zartico – EDC and EDC Chamber of Commerce
8/30/23	Meeting with DKS – K. Flint
8/30/23	EI Dorado County ATP Funding Discussion
8/30/23	Camino Beautification Committee Meeting
8/31/23	Proven Safety Countermeasures Stakeholder Outreach Kick-off Meeting
8/31/23	SB 1121 Stakeholder Workgroup
9/1/23	Meeting with Supervisor Turnboo and Caltrans to Discuss SR 49 – J. Matsumoto and F. Rivera
9/6/23	Agenda Review with Chair Clerici
9/6/23	Agenda Review with Commissioner Turnboo
9/7/23	Wildfire Scenario Development Workshop
9/7/23	SACOG Transportation Meeting
9/7/23	EDCTA Board Meeting