

EXECUTIVE DIRECTOR'S REPORT

DATE: FEBRUARY 1, 2024
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

Regional Transportation Plan

EDCTC is starting work on the 2025-2045 Regional Transportation Plan. The Stakeholders Advisory Committee matrix was approved by the Commission at the November meeting, and the first meeting was held on Tuesday, January 30. The first meeting topics included a state and federal policy and funding overview, transit and mode shift, wildfire, climate resiliency, and equity information.

Next Generation Transportation Investments Strategy

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 western 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, resiliency, and combating climate change. EDCTC has received a Notice to Proceed from Caltrans for the project and a Request for Proposals for consultant services was released on November 7, 2023. A contract award is anticipated at the February EDCTC meeting.

US 50 Camino Signage and Wayfinding Access Mitigation Plan

On September 6, EDCTC applied for Rural Planning Assistance grant funding to support the US 50 Camino Signage and Wayfinding Access Mitigation Plan. On October 2, EDCTC received an award letter securing \$85,000 in Rural Planning Assistance grant funding. This plan will 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. EDCTC staff has received the Notice to Proceed. Staff released a Request for Proposals on November 3, with a closing date of December 15. A Stakeholder Advisory Committee was ratified by the Commission on December 7, 2023. The consultant contract is anticipated to be awarded at the February 2024 EDCTC meeting.

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

During September, the project coordinated with El Dorado County 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. The draft modeling results were shared with the Project Development Team (PDT) on December 18, 2023. During the meeting, first responders questioned the level of detail appropriate to present in a public facing document. Subsequently, a small sub-group of the PDT met on January 22, 2024, to discuss the level of detail to be presented in the draft study and were able to reach an agreement on that topic. The need for the sub-group meeting caused a delay to the project schedule so EDCTC asked for, and was granted, a three-month extension to the project end date from February 29, 2024, to May 31, 2024. The draft study will be presented at the April 7, 2024, EDCTC Board meeting, and the final study will be presented at the May 2, 2024, EDCTC Board meeting.

El Dorado County and City of Placerville Active Transportation Plans

EDCTC has taken responsibility for the collection of bicycle and pedestrian counter data from counters located on multi-use trails on the west slope. EDCTC staff has addressed issues with a few permanent counters. Three devices were sent in for repairs. One device has been returned and will be re-installed in the spring when the weather improves. EDCTC has been working with El Dorado County to support their efforts toward the Board of Supervisors adoption of the Active Transportation Plan in early 2024.

Active Transportation Program

California Transportation Commission is holding stakeholder meetings for development of the Cycle 7 program guidelines. EDCTC has been attending meetings, coordinating with partner agencies, and preparing for the next round of competitive applications. EDCTC is working with El Dorado County Transportation staff to determine potential projects for Cycle 7 applications.

PARTNER AGENCY COORDINATION

EL DORADO TRANSIT AUTHORITY

For the months of November and December 2023, ridership across all three (3) modes of service (Demand Response, Fixed Route, Commuter) continued to trend up. Fiscal Year-to-date ridership was up 20.0% overall. Compared to November 2022, overall ridership in November 2023 increased by 26.5%. Demand Response ridership increased by 61.0%, Local Fixed Route ridership increased by 24.9%, and Commuter ridership increased by 6.1%. The Sacramento/Tahoe Connector service decreased 8.6%.

Compared to December 2022, overall ridership in December 2023 increased by 15.8%. Demand Response ridership increased by 50.5%. Local Fixed Route ridership increased by 10.1%, and Commuter ridership increased by 5.1%. The Sacramento/Tahoe Connector service increased 22.0%.

In March 2023, EDCTA awarded a consulting contract to DanTec Associates to perform an update to the Short-Range Transit Plan. A public workshop was held at the May 4 EDCTA Board meeting. Two additional public workshops were held May 3, at Placerville Town Hall and at the El Dorado Hills CSD Pavilion. Transit and the consultant provided a virtual update on the Short-Range Transit Plan on September 11, 2023, that EDCTC staff participated in. The Final Short-Range Transit Plan and Final Park and Ride Master Plan will be presented at the February 1, 2024, EDCTA Board meeting. EDCTC staff is working very closely with EDCTA on these efforts to determine the next generation of transit service post-pandemic.

State Climate Adaptation Program

On July 31, 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. The application requested \$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 California Transportation Commission approved the staff recommendations at their December 6-7 meeting. EDCTC is coordinating with the City of Placerville and Caltrans to start work on the Project Initiation Document.

Federal PROTECT Program

EDCTC applied for Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program funding on August 21, 2023. The application requested \$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. The federal PROTECT program awards are anticipated in early 2024.

SMART Grant

EDCTC has also submitted a request for SMART Grant Stage 1 funding for the US 50 Trip to Green Congestion Management and Resiliency Strategy. The application requested \$1,500,000 which would fund the project through the Project Approval and Environmental Document phase. Recipients of Stage 1 funding are eligible to apply for Stage 2 funding which would support additional project development and potentially construction. SMART grant program awards are anticipated in early 2024.

Capital Area Tolling Authority (CARTA)

On January 18, 2024, the SACOG board approved a Joint Powers Authority (JPA) agreement with the Yolo Transportation District and Caltrans establishing the Capital Area Regional Tolling Authority (CARTA) and the submission of a toll facility application to the CTC for the Yolo 80 proposed toll facility. Included in the formation of CARTA, the first toll authority in the Sacramento region, is the ability for agencies to join the JPA as a voting member in the future should any agency construct a toll facility within their jurisdiction. As one of the three RTPA's in the region, EDCTC will have one non-voting seat on the CARTA governing board. The first meeting of CARTA governing board will be held on February 15, 2024. The EDCTC Director Deloria will attend as the interim representative on the CARTA board. At the March EDCTC meeting, the Commission will consider formal appointment of Director Deloria onto the governing board per the recommendation of Executive Director Deloria, and partner agency leadership. Should EDCTC pursue a toll facility on US 50, the EDCTC would revisit the appointment and likely appoint an elected member of the EDCTC Board to serve as a voting member of the CARTA governing body.

SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy

EDCTC is working with SACOG, El Dorado County, and the City of Placerville on the next update of the MTP/SCS (2024 Blueprint). EDCTC staff also participated in the review of consultant proposals and selection process for the Regional Mobility Zones planning effort. EDCTC staff participated in the first Mobility Zones regional meeting held on Tuesday, January 23.

SACOG 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 Round 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. The SACOG funding round working group last met on January 18, chaired by Commissioner Thomas.

SACOG Carbon Reduction Program Competitive Grant Application

In November 2023, SACOG released a competitive grant call for applications for the Carbon Reduction Program (CRP) as part of the Federal Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) signed into law in November 2021. This program provides funding to MPOs for projects designed to reduce transportation-related carbon emissions from on-road highway sources. SACOG's regional Carbon Reduction Strategy focuses the first two years of CRP funding (\$7,441,629) on planning grants to strategically maximize the impact and the region's readiness for implementation and construction-focused grants.

EDCTC has been coordinating with County, City, and El Dorado Transit staff on identification of a project that aligns with this program. Each agency expressed that they currently have no applicable project or planning effort that would align with this cycle of CRP funding. EDCTC will revisit this grant program in the next cycle of competitive grants that SACOG administers.

US 50 Harvest Season Traffic Management

EDCTC staff has been coordinating with Caltrans and El Dorado County on the development of a harvest season traffic management Standard Operating Procedures (SOP). An SOP will provide

future traffic management guidance focused around the harvest season on US 50 and the Camino or Appe Hill region. EDCTC staff facilitated a meeting on January 19, with Caltrans, El Dorado County, the City of Placerville, and Supervisor Thomas. EDCTC will lead the development of the SOP which will ultimately be adopted by each respective agency responsible for traffic management along the US 50 corridor.

EDCTC PROJECT OVERSIGHT AND ADMINISTRATION

Congestion Mitigation and Air Quality

EDCTC continues to monitor CMAQ project delivery for projects programmed with CMAQ in FY 2022-23 for both the City and County. Future CMAQ cycles will be competitive through SACOG, and EDCTC will support partner agencies in preparing funding applications.

Urban Surface Transportation Block Grant Program Funds

EDCTC continues to monitor STBG project delivery. Future STBG cycles will be competitive through SACOG, and EDCTC will support partner agencies in preparing funding applications.

Partner Agency Project Delivery

EDCTC is responsible for oversight of project delivery regarding 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 as to why, the obligated funds could be removed from the project and programmed elsewhere. Currently, El Dorado County has no projects on the inactive list on the West Slope. The City of Placerville has six projects on the inactive list. Two of the six are Western Placerville Interchanges, Phases 2 and 2.2. These two phases are facing a delay with the environmental mitigation efforts to close out the project due to a lack of capacity in any mitigation banks. The City is working to resolve this issue. The other four projects on the list are all complete and need to be closed out and invoiced immediately or risk losing the funding. Only one of the four has a remaining unexpended balance, in the amount of \$45,432.25, the Upper Broadway Bike Lanes project which was completed in fall of 2020.

Updated on 1/30/2024		2nd Quarter Inactive Projects		
Agency	Project Name	Agency Action Required	Number of Months	Unexpended Balance
City of Placerville	US 50 and Ray Lawyer Drive Interchange construction eastbound US 50 off ramp to Ray Lawyer Drive and Improvements to Ray Lawyer Drive and Forni Road. Construct Class I bike path along Forni Road from Ray Lawyer to existing bike path on Forni Road. Construct sidewalks and Class II bike lanes along Forni Road and Ray Lawyer Drive.	Invoice returned to agency. Contact DLAE. 01/02/2024	6	\$1,341,669.50
City of Placerville	Ray Lawyer Drive and US 50. Construct eastbound on-ramp.	Project is inactive, Funds at risk. Invoice immediately.	6	\$390,759.17
City of Placerville	In El Dorado County, in the City of Placerville, along Broadway between Schnell School Road and Jacquier Road. Construct bicycle lanes.	Project is inactive, Funds at risk. Invoice immediately.	6	\$45,432.25
City of Placerville	Broadway from Blairs Ln. to Point View Dr. - Widen shoulders to add Class II Bike Lanes	Invoice returned to agency. Contact DLAE. 11/15/2023	31	\$0.00
City of Placerville	On the North Side of Fair Ln. from the County Government Center to County Fair Plaza - Construct sidewalk and Class II Bike Lane	Project is inactive. Funds at risk. Invoice immediately.	35	\$0.00
City of Placerville	HWY 50 at Ray Lawyer Dr. New on-ramp, sidewalk, bike lane on local road.	Project is inactive. Funds at risk. Invoice immediately.	120	\$0.00

STATE TRANSPORTATION LEGISLATION AND FUNDING

Governor Gavin Newsom's Fiscal Year 2024-25 budget proposal, released on January 10, 2024, includes significant allocations and strategies impacting transportation infrastructure in California. The total budget is set at \$291 billion, with a substantial portion dedicated to transportation funding, amounting to \$19.6 billion. This investment aims to address a projected \$37.86 billion shortfall while maintaining the state's fiscal stability.

Key highlights of the transportation infrastructure investments in the budget are:

1. **Transit and Rail Infrastructure Projects:** The budget allocates \$7.7 billion for high-priority transit and rail infrastructure projects. These projects are focused on improving connectivity between state and local/regional services, with an emphasis on reducing traffic congestion and greenhouse gas emissions.
2. **High-Speed Rail Authority:** An investment of \$4.2 billion from Proposition 1A is dedicated to continuing the construction of the 119-mile Central Valley Segment of the high-speed rail from Madera to just north of Bakersfield.
3. **Grade Separation Projects:** The budget includes \$350 million for grade separation projects. These are critical for enhancing safety and streamlining the movement of traffic and rail by separating the vehicle roadway from the rail tracks.
4. **Zero Emission Transit Capital Program:** The budget proposes \$1.1 billion for the state's Zero Emission Transit Capital Program, highlighting the state's commitment to environmentally friendly transportation solutions.
5. **State Transit Assistance:** An allocation of \$1.24 billion is set for State Transit Assistance, supporting the broader transit infrastructure.

However, in the face of the significant budget gap, some adjustments have been made:

- A delay of \$3.1 billion in funding from transit and intercity rail programs is proposed, aligning with expenditure schedules. This includes \$2.1 billion from the competitive Transit and Intercity Rail Capital Program and \$1 billion for the formula Transit and Intercity Rail Capital Program, with the delays stretching as late as 2027-28.
- A reduction in active transportation funding by \$200 million is also noted, alongside a delay of \$400 million from 2021-2022 to align with expenditure schedules.

Overall, the budget reflects a balanced approach, striving to maintain essential investments in transportation infrastructure while addressing the fiscal challenges faced by the state. The California Transit Association has expressed support for the proposal, recognizing the importance of public transportation and its role in advancing the state's environmental, public health, and equity goals.

The California Legislature reconvened its 2024 session on January 3, 2024. The Legislature had until January 31 to pass bills, in each house, that were introduced in 2023. February 16 will be the last day new bills can be introduced into each house. Some of the bills that EDCTC is tracking that carried over from the last legislative session include the following. New proposals are highlighted in red.

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, 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: Failed Deadline in Senate (9/14/23) may be acted upon January 2024

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

Would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as specified, scheduled on or after July 1, 2025, upon deciding that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

Status: Re-referred to Committee on Transportation (1/4/2)

SB 5 – Nguyen (R): Motor Vehicle Fuel Tax Law: limitation on 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. This bill contains other related provisions.

Status: Reconsideration granted (5/3/23)

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 December 7, 2023)*

12/8/23	CalCOG Board Meeting
12/11/23	SACOG Board of Directors Meeting
12/11/23	Quarterly Coordination Meeting – EDC/City of Placerville/EDCTC/Caltrans
12/11/23	SACOG Strategic Planning Meeting
12/12/23	City of Placerville City Council Meeting
12/13/23	Trip to Green Discussion with M. McConnell
12/14/23	SB1 Programs Guidelines Development Workshop Kickoff
12/15/23	Meeting with EDC – C. Hass
12/18/23	Greater Placerville Wildfire Evacuation Plan PDT Meeting
12/18/23	LTCAP Match Discussion
12/19/23	Meeting with Caltrans
12/19/23	Phone Call with Caltrans – S. Takhar
12/21/23	SACOG Board of Director's Meeting
1/3/24	Meeting with EDCTC Accountant
1/8/24	EDCTC/EDC Coordination Meeting
1/8/24	Greater Placerville Wildfire Evacuation Plan Check-in
1/9/24	US 50 CMCP
1/10/24	SACOG Transportation Meeting – Regional Tolling Authority Yolo 80
1/16/24	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
1/16/24	Phone Call with Caltrans – S. Takhar
1/17/24	RCTF Comments – PID and CSIS Working Drafts Meeting
1/17/24	Lotus Class I Multi-Use Trail Town Hall Meeting
1/18/24	SACOG Board Meeting
1/18/24	SACOG Board Funding Round Working Group
1/18/24	Regional Government and Public Affairs Advocates
1/19/24	Harvest Season Traffic – Lessons Learned Meeting
1/19/24	Rural Counties Task Force Meeting
1/22/24	EDCTC TAC Meeting
1/22/24	Greater Placerville Wildfire Evacuation Plan Discussion
1/24/24	RTPA Group Meeting
1/24-26/24	CTC Meeting
1/24/24	Northern California STIP Hearing
1/26/24	SACOG Mega-Region Working Group
1/29/24	Meet with EDCTA – B. James and J. Peterson
1/30/24	Meeting with SACOG – J. Corless
1/30/24	FSP Discussion with CHP and CalSTA
1/30/24	Local Partnership Competitive Program Workshop
1/30/24	Regional Transportation Plan Advisory Committee Meeting
1/31/24	Agenda Review with Supervisor Thomas

1/31/24	Agenda Review with Councilmember Yarbrough
1/31/24	Caltrans System Investment Strategy Meeting
1/31/24	Agenda Review with Supervisor Turnboo
2/1/24	SACOG Transportation Meeting
2/1/24	EDCTA Board Meeting