

EXECUTIVE DIRECTOR'S REPORT

DATE: APRIL 6, 2023
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

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

The EDCTC Board awarded the consulting contract to DKS at the March 3, 2022, meeting. Since September 2022, EDCTC has participated in monthly "Greater Placerville Multi-Project Coordination" meetings with the El Dorado County Office of Wildfire Preparedness and Resilience, El Dorado and Georgetown Resource Conservation District (RCD), El Dorado County Fire, and the Placerville and Texas Hill Fire Safe Councils. The next coordination meeting is scheduled for Tuesday, April 11, 2023. The project was awarded \$75,000 in State Highway Account (SHA) funds to augment the existing public outreach effort. The Draft Existing Conditions Report will be reviewed by the PDT on April 11, 2023, and will be presented at the May 4, 2023, EDCTC Board meeting.

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

The 2022 "Trip to Green" Proof of Concept Pilot was completed successfully. Three evolutions took place during the first weekends of August, September, and October. The team released a community survey to gather public opinion in October and November and the results of the survey were made available in December 2022. EDCTC and the consulting team have completed a Draft US 50 Corridor Action Plan which includes all elements of the plan, the System User Analysis, Investment Strategies Draft, and Access Control Action Plan which supported the implementation of the Trip to Green Pilot program. In person public workshops were held in December and January and an additional virtual workshop was held on February 16, 2023. The Draft US 50 Corridor Action Plan was presented to the EDCTC Board at the March meeting. The project team is reviewing and responding to the comments on the Draft Plan. The Final Plan will be presented to the EDCTC at the May meeting.

Caltrans FY 2023/24 Sustainable Transportation Planning Grants

EDCTC has submitted a sustainable transportation planning grant application for the preparation of a "Next Generation Transportation Investments Strategy," to provide data, analytics, and information to support transportation investments across the west slope of El Dorado County. Changes in transportation funding policies at the State and Federal levels combined with a paradigm shift in performance outcomes toward equity, adaptation and resiliency, and combating climate change have presented new challenges in the regional transportation planning space. Consequently, EDCTC is evermore challenged by these performance metrics due to low population densities, expansive geography, and widely dispersed disadvantaged cohorts, each of which are key metrics in all transportation funding programs. To overcome some of these challenges and develop a data driven, performance-based transportation investment strategy which aligns with these new policies and performance outcomes, EDCTC is pursuing Caltrans Sustainable Transportation Planning Grant funding to work with proven subject area experts. This will ensure that EDCTC can advance statewide goals related to land use, multi-modal transportation, climate, and equity, and continue to deliver transportation projects that meet the needs of today's rural residents. Planning grant awards are anticipated to be announced in fall of 2023.

Active Transportation Planning

EL DORADO COUNTY AND CITY OF PLACERVILLE ACTIVE TRANSPORTATION

EDCTC is coordinating with El Dorado County to ensure timely delivery of the awarded Cycle 5 Active Transportation Project (ATP) on Pony Express Trail in Pollock Pines. The project received approval of an extension request required due to delays from both COVID-19 and the Caldor fire. EDCTC supported El Dorado County Department of Transportation (DOT) staff with the preparation of two grant applications for statewide and SACOG regional ATP Cycle 6. The County was not awarded funding in the statewide ATP round. The SACOG Regional ATP funding recommendations were recently released, and the County was awarded \$3,271,000 million for the Missouri Flat Road El Dorado Trail Bicycle and Pedestrian Overcrossing project. The Ponderosa Road Bicycle and Pedestrian Improvements project was not awarded funding.

EL DORADO TRANSIT AUTHORITY

TRANSIT SERVICE

For the month of February 2023, ridership across all three (3) modes of service (Demand Response, Fixed Route, Commuter) continued to trend up despite the ongoing suspension of some revenue service. Fiscal Year-to-date ridership was up 32.8% overall. Systemwide monthly passenger trips increased by 23.1% compared to the previous year. Passengers per Revenue Hour increased from 3.9 to 4.4 or 12.8%. Demand Response ridership increased by 52.2% due primarily to the addition of 487 trips provided under the My Ride mileage reimbursement program. Local Fixed Route ridership increased by 10.4% despite the comparative absence of Saturday fixed route service, and the Sacramento Commuter ridership showed a significant increase of 86.7%, going from 974 riders in February 2022 to 1,818 in February 2023. The Sacramento/Tahoe Connector service grew a modest 1.6%, from 546 in February 2022 to 555 in February 2023, but nonetheless, continued to grow.

In March, EDCTA awarded a contract to DanTec Associates to perform an update to the Short- and Long-Range Transit Plan. A public workshop is scheduled to be held at the May 4 EDCTA board meeting. EDCTC staff is working very closely with EDCTA on this effort to determine the next generation of transit service post pandemic.

CITY OF PLACERVILLE

Broadway Maintenance and Sidewalks Project

The project improves pedestrian safety by constructing new curb, gutter, and sidewalk on four segments of Broadway between the Main Street/Mosquito Road/Broadway intersection and Orchard Lane where there are currently no pedestrian facilities. The City expanded the project to include maintenance of the pavement and underground utility repair and replacement on Broadway between the same project limits as the sidewalks project. The City received Highway Safety Improvement Program (HSIP) funds to construct the sidewalk and pedestrian elements of the project. The maintenance project is funded by Measures H and L funds and the City has requested \$1 million in Surface Transportation Block Grant (STBG) funds from EDCTC to fully fund the maintenance element. The \$1 million in STBG funds were programmed at the May 5, 2022, EDCTC Board meeting. The sidewalk project is completing 100% design and right-of-way (ROW), but due to delays in receiving a ROW Cert from Caltrans, the project received an extension of the HSIP funding. The city received the ROW Cert on November 18, 2022. The project received federal authorization of construction funding in February 2023. On March 28, 2023, the City Council approved the project to go out to bid for construction. The current project schedule is:

- June 2023: Begin construction (Broadway sidewalks)
- August 2023: Begin construction (Broadway maintenance)

Canal Street Phase 1 Project

The project spans from Cougar Lane to Combella Road on Canal Street in Placerville and proposes

to construct bicycle facilities and replace existing sidewalk as well as construct new sidewalk on Combellack Road that will allow for safer and direct access to both Markham Middle School and El Dorado High School for students, pedestrians, and bicyclists. The City applied for and received \$1,327,950 in Congestion Mitigation and Air Quality (CMAQ) funds as part of the 2022 call for projects and will be supplying \$172,050 in Measure L funds as the required local match on the project.

Upcoming activities include:

- Spring 2023: Release a Request for Proposals for environmental and design services
- Summer 2023: Begin environmental and preliminary engineering work

EL DORADO COUNTY

EDCTC is monitoring County project allocation requests, bid awards, and planning activities for EDCTC related projects. EDCTC staff is also monitoring development activity and providing comment letters when warranted. EDCTC continually works with El Dorado County staff to amend the SACOG Metropolitan Transportation Improvement Program (MTIP) for El Dorado County DOT projects.

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

SACOG

EDCTC is working with SACOG, El Dorado County, and the City of Placerville on the next update of the 2024 Blueprint, including the coordination of future SACOG led outreach efforts anticipated to take place this spring. EDCTC staff is supporting SACOG with the evaluation of projects for their ongoing Regional Funding Round. EDCTC also supported SACOG in their preparation of a Corridor Multimodal System Planning grant application for the US 50 Corridor.

EDCTC staff will be serving on the upcoming SACOG Staff Member Funding Working Group planned to begin in spring of 2023. Director Deloria will be the Chair of this six-county funding working group. Commissioner Thomas was appointed to Chair of the SACOG Board Member Funding Working Group. This effort will help shape how future funding rounds are administered, including the performance metrics and criteria used for project ranking and selection. EDCTC staff will report to the Commission as this effort progresses over the next year.

CALTRANS

EDCTC staff continues close coordination and collaboration with Caltrans on small projects taking place regularly in El Dorado County. The Camino Safety Improvements project and associated undercrossing of US 50 connecting Ponderado Road to Lower Carson Road is now open to the public. The project was completed in late 2022.

On November 14, 2022 EDCTC met with Caltrans and the City of Placerville staff regarding the engagement on the SR 49 project study report which Caltrans is initiating and will be finalizing in March of 2023. This Caltrans led study report will set the stage for maintenance and roadway improvements planned for future years under the State Highway Operations and Protection Program.

This effort will improve SR 49 in and through Placerville to consider accessibility improvements for all modes. In coordination with the City of Placerville, EDCTC recently provided Caltrans with a stakeholder contact list for this effort.

STATE TRANSPORTATION LEGISLATION AND FUNDING

The Governor's draft budget proposal was released on January 10, 2023. The Governor's Budget forecasts General Fund revenues will be \$29.5 billion lower than the 2022 budget, equating to a budget shortfall of \$22.5 billion in the 2023/24 fiscal year. To account for this shortfall in the Governor's budget proposal, the Governor and his administration have developed a "balanced plan to close the budget gap" which includes an array of funding delays, program reductions, fund shifts, trigger reductions, and limited revenue generation and borrowing. The proposal does not include a withdrawal from the state's reserve balance unless it appears a recession is more likely beginning in spring of 2023. The aforementioned balanced plan would address the budget shortfall as follows:

- Reductions/pullbacks - \$5.7 billion
- Fund shifts - \$4.3 billion
- Trigger reductions - \$3.9 billion
- Limited revenue generation and borrowing - \$1.2 billion

Additionally, the Governor is proposing to implement measures included in the 2022 Budget Act which were included to address future shortfalls.

- Remove \$7 billion planned to address inflationary adjustments scheduled for fiscal years 2024/25 and 2025/26
- Remove \$1.7 billion scheduled to reduce General Obligation bond liability in fiscal year 2024/25
- Revert \$2.1 billion of General Fund back to lease revenue bond funds to pay for capital projects
- Withdraw \$4 billion in safety net deposits planned for fiscal years 2024/25 and 2025/26
- Withdraw \$4 billion in supplemental reserve account deposits for fiscal years 2024/25 and 2025/26

This proposed budget does retain a multi-year commitment of \$44 billion for infrastructure, including transportation investments. As with recent years budgets, the focus remains on transitioning to zero-emissions vehicles, modernizing the state's transportation system, promoting energy innovation and reliability, expanding access to broadband, advancing housing goals, reducing wildfire risk, and drought resiliency and response. Should the economy slip closer to a recession in the spring of 2023, it is likely that more reductions to programs, including transportation investments will occur. A full report of the proposed budget can be found here <https://ebudget.ca.gov/budget/2023-24/#/BudgetSummary>. EDCTC staff anticipates a much more detailed analysis of the budget proposal revise released in May.

Listed below are a number of bills in the California Legislature EDCTC staff is tracking related to transportation policy and funding. Bills that have been proposed since the March 2 EDCTC meeting are highlighted in yellow. The status of each bill is also now included to help track progress in the legislature.

AB 6 – Friedman (D): Transportation Planning

Current law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization, in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

- **Status: 4/5/23 – Referred to Committee on Natural Resources**

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

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

- **Status: 4/5/23 – Referred to Appropriations Committee for Approval**

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: 4/5/23 – Referred to Committee on Transportation**

AB 286 – Wood (D): Broadband Infrastructure Mapping

Current law requires the Public Utilities Commission, in collaboration with relevant state agencies and stakeholders, to maintain and update a statewide, publicly accessible, and interactive map showing the accessibility of broadband service in the state. Current law authorizes the commission to collect information from providers of broadband services at the address level and prohibits the commission from disclosing certain protected residential subscriber information. This bill would require that the map identify, for each address in the state, each provider of broadband services that offers service at the address and the maximum speed of broadband services offered by each provider of broadband services at the address.

- **Status: 4/5/23 – Referred to Appropriations Committee for Approval**

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: 4/5/23 – Referred to Committee on Natural Resources**

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

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

strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified.

- **Status: 4/5/23 – Referred to Appropriations Committee for Approval**

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

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

- **Status: 4/5/23 – Referred to Appropriations Committee for Approval**

AB 772 – Jackson (D): Electric vehicle chargers

Would require the Energy Commission to require, by regulation, that each single-family residence constructed on and after January 1, 2025, include a rapid compact electric vehicle charger and that each multifamily residence constructed on and after January 1, 2025, include sufficient rapid compact electric vehicle chargers to serve at least 10% of its residential capacity at any given time. This bill contains other related provisions and other existing laws.

- **Status: 4/5/23 – Hearing canceled at request of author**

AB 1525 – Bonta (D): Transportation Agency: allocations for projects in priority areas

This bill would require the Transportation agency, on and after July 1, 2024, to ensure that at least 60% of the moneys allocated for agency, Department of Transportation, or California Transportation Commission projects, as defined, are allocated for projects that are located in priority populations, as defined, address an important need of priority populations, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations, as specified. The bill would require the agency to evaluate each agency, Department of Transportation, or California Transportation Commission project to determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, and to, on or before July 1, 2024, develop and adopt criteria and an evaluation process for that purpose. The bill would require the agency to select a third-party governmental entity to audit and review that criteria, the agency's evaluation of those projects, and the allocations made for purposes of meeting the requirement that 60% of those moneys benefit priority populations, as specified.

- **Status: 4/5/23 – Hearing postponed by committee**

AB 1614 – Gabriel (D): Gasoline fueling stations: phase out study

Existing law requires the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board, and in consultation with the State Water Resources Control Board, the Department of Food and Agriculture, and other relevant state agencies, to develop and adopt a state plan to increase the use of alternative transportation fuels, which include electricity. This bill would require the state board to conduct a study on how to phase out the existence of gasoline fueling stations by a specified date and the potential incentives that may be required in order to transition those stations into electric vehicle charging stations.

- **Status: 4/5/23 – Hearing postponed by committee**

ACA 1 – Aguiar-Curry (D): Local government financing: affordable housing and public infrastructure: voter approval

The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.

- **Status: 4/5/23 – Hearing postponed by committee**

SB 5 – Nguyen (D): Motor Vehicle Fuel Tax Law: limitation on adjustment

The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel 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: 4/5/23 – Referred to Committee on Governance and Finance**

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

Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Current law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires certain transportation planning programs and processes to, among other things, identify opportunities to reduce vehicle miles traveled or measure the impact of certain policies on vehicle miles traveled. This bill would require state and local transportation agencies to create a single model for vehicle miles traveled mapping to be used for transportation planning and funding.

- **Status: 4/5/23 – Referred to Committee on Environmental Quality**

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

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

- **Status: 4/5/23 – Referred to Appropriations Committee for Approval**

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

On December 23, 2022, President Biden signed into law the \$1.7 trillion omnibus bill funding appropriations through September 2023. The bill is broken into twelve appropriations bills along with other necessary legislation with a total of \$772.5 billion included for nondefense spending combined with \$858 billion in defense spending for fiscal year 2023, an increase for both sectors from 2022. The package includes roughly \$45 billion in emergency assistance to Ukraine and NATO allies, an

overhaul of the electoral vote-counting law, protections for pregnant workers, an enhancement to retirement savings rules, and a TikTok ban on federal devices. This bill also includes \$38 billion in spending for disaster aid.

On November 30, 2022, the House Republicans held a meeting to discuss rule changes to congressionally directed spending, or earmarks. Congressman Tom McClintock proposed a ban on earmarks, but the proposed change was defeated by a vote of 52-158.

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 March 2, 2023)*

3/3/23	USDOT FY22 Rural Grant Debrief
3/6/23	EDCTC Staff Meeting
3/6/23	SACOG Policy and Innovation Meeting
3/6/23	Earmark Discussion with the City of Placerville
3/13/23	EDC BOS Meeting
3/13/23	EDCTC Staff Meeting
3/15/23	Discussion with RTS re: Cybersecurity Threats
3/15/23	State Roadway Pricing Working Group
3/15/23	SACOG Presentation re: Project Prioritization
3/16/23	State Highway Safety Plan Executive Leadership Meeting
3/16/23	SACOG Board of Directors Meeting re: Reginal ATP
3/16/23	SACOG Funding Round Working Group
3/16/23	State Highway Safety Plan Steering Committee
3/17/23	Rural Counties Task Force Meeting
3/20/23	EDCTC Staff Meeting
3/22/23	SACOG Race, Equity, and Inclusion Meeting
3/23/23	Camino Beautification Project Meeting #2
3/23/23	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
3/24/23	Cap to Cap Transportation Team Meeting
3/27/23	Toll Policy Follow-up Meeting with SACOG
3/27/23	EDCTC TAC Meeting
4/3/23	SACOG Policy and Innovation Meeting
4/3/23	EDCTC/EDC Coordination Meeting
4/4/23	Agenda Review with Councilmember Clerici
4/5/23	Agenda Review with Supervisor Turnboo
4/6/23	CTC/CARB/HCD Meeting
4/6/23	SACOG Transportation Meeting
4/6/23	SACOG Land Use and Natural Resources Meeting