

EXECUTIVE DIRECTOR'S REPORT

DATE: FEBRUARY 5, 2026
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

Next Generation Transportation Investments Strategy

EDCTC was awarded \$217,124 in Sustainable Transportation Planning grant funding for the preparation of the Next Generation Transportation Investments Strategy (Next Gen Strategy). This effort will provide data, analytics, and information to support transportation investments across the west slope of El Dorado County. The Draft Next Gen Strategy will be presented to the EDCTC in March 2026 and will provide enhanced tools to pursue federal and state competitive funding and to monitor and evaluate transportation funding programmed by the EDCTC.

Active Transportation

EDCTC continues to monitor and collect bicycle and pedestrian counter data from counters located on multi-use trails on the west slope. Temporary counters were installed in November 2026 to collect post-construction counts for the Missouri Flat Road bicycle and pedestrian overcrossing. Data has been transmitted to El Dorado County DOT for project close out as required by the CTC for ATP grant awarded to the project.

State Active Transportation Program

EDCTC continues to monitor information related to the upcoming Cycle 8 ATP. CTC is actively holding workshops on the development of the guidelines and application process. The draft guidelines were presented to the CTC in January 2026, with the call for projects anticipated in March 2026. Applications will be due for the statewide program on June 22, 2026. EDCTC staff met with staff from El Dorado County DOT to discuss potential competitive project applications for Cycle 8 ATP. EDCTC will continue to work with El Dorado County and the City of Placerville to develop a competitive strategy for application development for this next round.

SACOG Regional Funding Round

SACOG will be implementing its first competitive call for projects for federal Congestion Mitigation and Air Quality and Urban Surface Transportation Block Grant program funds this year. EDCTC will support partner agencies in preparing funding applications. SACOG is currently working to finalize their program guidelines including the establishment of funding targets for each of the six counties. Staff are closely coordinating with SACOG and anticipating the development of funding applications when the SACOG funding round opens. At this time, it is anticipated that SACOG will release a call for projects for System Preservation Program projects in March 2026.

Regional Transportation Plan 2025-2045

With the recent adoption of the Regional Transportation Plan, EDCTC is developing funding strategies for projects included in the short-term action element. EDCTC is continually monitoring available fund sources for various projects in all transportation modes.

PARTNER AGENCY COORDINATION

El Dorado Transit Authority

Short- and Long-Range Transportation Plan – Caltrans Sustainable Transportation Planning Grant
EDCTC staff completed the draft FY 2026-27 Sustainable Transportation Planning Grant Application for a new Short- and Long-Range Transit Plan. If awarded, this grant will support a comprehensive update of the 2019 Western El Dorado County Short – and Long – Range Transit Plan.

For the months of November and December 2025, ridership for Demand Response and Local Fixed Routes was flat and Commuter Routes trended up. Fiscal year-to-date ridership was up 6% overall. For November, compared to the same period the previous year, overall ridership stayed flat, decreasing 0.3% compared to the previous year. Demand Response ridership decreased by 2.2%, Local Fixed Route ridership increased by 6.2%, and Commuter ridership increased by 15.6%. For December, compared to the same period of the previous year, overall ridership increased by 4.5% compared to the previous year. Demand Response ridership increased by 10.7%, Local Fixed Route ridership stayed flat, decreasing by 0.2%, and Commuter ridership increased by 11.4%.

El Dorado County

EDCTC is monitoring County project allocation requests, bid awards, and planning activities for EDCTC related projects. EDCTC staff also monitors development activity, provides comment letters, and attends County planning TAC meetings when warranted. EDCTC regularly works with El Dorado County staff to amend the SACOG MTIP for El Dorado County DOT projects.

On January 20, 2026, EDCTC staff meet with Supervisor Parlin, El Dorado County DOT staff and Teichert staff to discuss the SR 49 Cool Quarry realignment effort. EDCTC is helping to facilitate a federal grant application to support this effort. The purpose of the project is to relocate an existing segment of the SR 49 alignment to allow for the expansion of Teichert's aggregate quarry located immediately east of the SR 49 alignment. Further, the purpose is to provide dedicated, state-owned right-of-way for the new SR 49 alignment. Additionally, safety and other improvements such as trail access parking and potential transit park-and-ride access would be included in the scope of this effort.

City of Placerville

Local Transportation Climate Adaptation Program (LTCAP)

In December 2023, the California Transportation Commission (CTC) awarded the City of Placerville and EDCTC \$3 million in Climate Adaptation Program funding for the US 50 Trip to Green Congestion Management and Resiliency Strategy. The funds support the completion of the Environmental Approvals, Engineering Design and Right-of-Way to install the necessary infrastructure to conduct Trip to Green on an as-needed basis. EDCTC, the City of Placerville, along with the selected consultant, Wood Rodgers, have started regularly scheduled Project Development Team (PDT) meetings. Environmental work is ongoing, and the consultant has delivered conceptual roadway General Arrangement Drawings, which are nearly final. Biological, water quality and cultural reports, as well as community and visual impact assessments, are also in progress as part of the environmental process.

EDCTC is also coordinating with the City of Placerville on the following projects:

1. Cedar Ravine/Clay Street Bridge and Intersection Project – EDCTC staff is supporting the City with funding concerns and strategies related to the HBP program and the Clay Street Bridge.
2. Placerville Drive Bicycle and Pedestrian Improvements – EDCTC continues to assist with PDT meetings and coordination with Caltrans on the related Placerville Drive Hangtown Creek Bridge project.
3. Canal Street Bicycle and Pedestrian Improvements – EDCTC remains involved in the ongoing engineering design for the project and continues to support the City with project phasing and future funding needs. EDCTC and the City are coordinating to advance the Combella Road Sidewalk Project as a first phase of construction in the near term.

4. Trip to Green – EDCTC remains involved in the project and continues to support administration of funding and participation in project development team meetings.
5. WPI Phase 2.3 – EDCTC will support the City with an allocation request for STIP funding.

SACOG

EDCTC worked closely with SACOG, El Dorado County, and the City of Placerville on the update to the MTP/SCS 2025 Blueprint, which was adopted by the SACOG Board in November 2026.

SACOG hosted a media event for the completion of their 2025 Blueprint Plan on January 27, 2026. EDCTC staff attended the event, held at Aggie Square on the Sacramento UC Davis Extension Campus to support our partner agency and celebrate their efforts.

The SACOG Megaregion Working Group is an effort to tackle how people and goods move throughout the 16-county Northern California megaregion. EDCTC staff have been tracking progress and attending meetings virtually, most recently January 30, 2026.

Additionally, staff have been coordinating with SACOG regarding the US 50 Comprehensive Multimodal Corridor Plan (CMCP). This has included one-on-one meetings to identify and include projects along the US 50 corridor and parallel routes that are of importance to EDCTC, the City of Placerville, El Dorado County, and El Dorado Transit.

Regional Project Prioritization Program

In October 2026, EDCTC staff prepared and submitted a SACOG Regional Project Prioritization application for the City of Placerville's US 50 Congestion Management and Resiliency Strategy (US 50 Trip to Green) and the Harvest Corridors Improvement Partnership. Each project was approved by the SACOG Board on December 18, 2026, and will become part of the six-county regional advocacy platform this year.

Capital Area Regional Toll Authority (CARTA)

EDCTC staff are actively engaged with the Capital Area Regional Toll Authority (CARTA), a newly formed Joint Powers Authority established to oversee tolling initiatives in the Sacramento region. The authority is currently administered under an agreement with SACOG. CARTA serves as the region's first tolling authority, and the Yolo 80 Managed Lanes Project is the first toll facility under its oversight. EDCTC currently participates as a non-voting member of the CARTA Board and will remain in that role until such time that a managed lane facility is proposed on US 50 within El Dorado County. More information on the Yolo 80 Managed Lanes Project is available through the Yolo Transportation District's website at <https://yolotd.org/planning-projects/freeway-roads/>.

CALTRANS

EDCTC continues to coordinate with Caltrans on projects planned or ongoing on US 50 and SR 49. EDCTC is working with District 3 staff to identify project locations for potential Complete Streets infrastructure along SR 49 in the areas of El Dorado/Diamond Springs, in the City of Placerville, and in the State Park in Coloma.

US 50 Capital Preventive Maintenance Project

The proposed US 50 Capital Preventive Maintenance Project will grind and replace existing pavement, improve drainage, upgrade existing curb ramps to ADA standards, upgrade overhead and ground mounted signs and traffic management system elements, upgrade non-standard guardrails and median barriers, pave beyond the gore areas, construct no-maintenance vehicle pull outs, and construct a new acceleration lane at Five Mile Road. These improvements will be made to US 50 in the following segments:

- .1 Miles West of Carson Road Overcrossing to .1 Miles West of Still Meadows Road
- 1.1 Miles West of Snows Road Undercrossing to .3 Miles East of Ridgeway Drive (Exit 57)

The project's escalated cost estimate, funded through the Caltrans State Highway Operation and Protection Program (SHOPP), is \$50.7 million. Caltrans released the bid in June 2025, with contract award in late 2025. Construction is anticipated to begin in spring 2026.

EDCTC PROJECT OVERSIGHT AND ADMINISTRATION

Partner Agency Project Delivery

EDCTC oversees the implementation of transportation projects funded through Commission approval, ensuring compliance with state and federal funding requirements administered by Caltrans. Caltrans Local Assistance mandates that local jurisdictions invoice regularly to ensure timely use of funds and retention of programmed allocations. Caltrans monitors project delivery closely and publishes an "Inactive List" of projects that have not been invoiced within the last six months. If an agency fails to submit an invoice within 11 months without justification, the obligated funds may be removed and reallocated.

The current Caltrans Inactive list includes two El Dorado County projects, down from three in the last quarter. The County has indicated they are aware of these and are working with Caltrans to submit and review the invoices for the two projects. The Caltrans inactive project list can be viewed here:

<https://dot.ca.gov/programs/local-assistance/about-local-assistance/project-management-oversight/inactive-projects>

STATE TRANSPORTATION POLICY, FUNDING, and LEGISLATION

Transportation Policy

California's current transportation investment framework, centered on Senate Bill 1 (SB 1) and guided by Governor Newsom's policy direction, continues to generate revenue through fuel taxes and vehicle fees with the stated goal of repairing and maintaining roads. While SB 1 includes constitutional protections intended to prevent diversion of revenues, many rural jurisdictions remain concerned that too much of this funding is prioritized for statewide transit, climate, and equity initiatives rather than directly addressing the condition of highways, local roads, and congestion that residents experience daily. Skepticism persists regarding Sacramento's long-term commitment to keeping investments focused on core infrastructure needs. These concerns are further reflected in current state policy actions described below.

Climate Action Plan for Transportation Infrastructure (CAPTI)

In late February 2025, the California State Transportation Agency (CalSTA) released CAPTI 2.0, introducing 14 new actions to supplement the previous 34. These actions focus on reducing vehicle miles traveled and the resulting vehicle emissions. CAPTI 2.0 can be found on the CalSTA website: <https://calsta.ca.gov/subject-areas/climate-action-plan>. CAPTI 2.0 reinforces the Governor's efforts to prioritize transportation investments for projects that reduce greenhouse gas emissions and combat climate change.

Caltrans System Investments Strategy (CSIS)

In early 2024, Caltrans approved the Caltrans System Investment Strategy (CSIS) to serve as the implementing policy document to support CAPTI directives. CSIS prioritizes targeted transportation investments that align with CAPTI. The CSIS will be used by Caltrans to determine how investments are made on the state transportation system to support the policies and targets set in motion by Governor Newsom's Executive Orders N-19-19 and N-79-20, which advance the state's climate and zero-emission vehicle goals.

California State Budget 2026-2027

Governor Newsom released his proposed 2026-27 state budget on January 9 totaling \$348.9 billion. Total transportation funding is estimated at \$17.6 billion down from \$20.4 billion in 2025-26. State operations funding is roughly flat at around \$11.2 billion. Capital outlay drops significantly from about \$6.56 billion in 2025-26 to about \$3.21 billion in 2026-27 due to planned completion of large construction projects and phasing. Local assistance to cities and counties remains flat year to year at about \$2.67 billion. The 2026-27 budget includes a significant increase in funding for the high-speed rail of \$4.2 billion, up from \$800 million in 2025-2026. Active transportation and transit electrification programs also received significant increases. Ultimately, the current budget proposal will be revised mid-May and will reflect a more realistic picture of what the state can afford, likely much less. For example, in the 2025-26 May revise Budget major transit programs funded by discretionary Greenhouse Gas Reduction Fund were reduced or re-scoped including the Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program that El Dorado Transit receives.

California Transportation Legislation

The California Legislature's 2026 session convened on January 5, 2026, as the second year of the 2025-2026 biennial legislative session. EDCTC continues to track relevant bills to support or inform state transportation policy. Below are two of the key bills being tracked.

AB 902 (Schultz D): Transportation Projects: Barriers to Wildlife Movement

Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation project in a connectivity area, imposing a state-mandated local program.

AB 1421 (Wilson D): Vehicles: Road User Charge Technical Advisory Committee

This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. **THIS IS NOT A MILEAGE TAX.....YET!**

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

The current federal surface transportation law the *Infrastructure Investment and Jobs Act* (IIJA) authorizes roughly \$1.2 trillion in infrastructure funding, including about \$550 billion for surface transportation programs (highways, bridges, transit, freight) through Fiscal Year 2026 and expires on September 30, 2026. Congress is currently working to reauthorize the next bill before this deadline. Policy and funding priorities being discussed for the next bill include:

- Stable, multi-year funding levels at or above the IIJA baseline to allow states and local agencies to plan and deliver long-range projects without uncertainty.
- Solvency of the Highway Trust Fund (HTF)
- Safety enhancements for roads and transit systems
- Streamlining project delivery and permitting reforms
- Support for freight movement, workforce development, and "fix-it-first" maintenance priorities,

There is no final reauthorization bill yet, and Congress still needs to negotiate and pass a comprehensive authorization package before the IIJA expires. Failure to act on time could lead to short-term extensions or stop-gap measures. Advocacy organizations and local governments, including EDCTC, are actively pressing for inclusion of priorities.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting on December 4, 2025)*

12/15/25 SACOG/PCTPA/EDCTC Monthly Coordination Meeting
12/16/25 Quarterly Meeting with SACOG
12/17/25 CARTA Board Meeting
12/18/25 SACOG Board Meeting
12/18/25 Regional Government and Public Affairs Advocates Meeting
12/29/25 CMCP Project List Discussion
1/14/26 SACOG Project Level Conformity Group Meeting
1/15/26 SACOG Board Meeting
1/20/26 Ranch Marketing Traffic Impacts Discussion with Supervisor Veerkamp
1/20/26 SR 49 Realignment Discussion with Supervisor Parlin
1/20/26 SACOG – J. Corless
1/22/26 EDC DOT Discussion – R. Martinez
1/22/26 CARTA TAG Meeting
1/22/26 SB 125 Discussion with Caltrans
1/23/26 RCTF
1/23/26 Discussion with Legal Counsel – O. Mufti
1/26/26 EDCTC TAC Meeting
1/27/26 EDC Board of Supervisors Meeting
1/28/26 RTPA Meeting
1/29-30/26 CTC Meeting
1/30/2026 SACOG Mega Region Working Group
1/30/2026 CALCOG Board Meeting
2/2/2026 Multi-Use Trail Discussion – Supervisor Ferrero and J. Pane
2/3/2026 SR 49 Truck Signage Discussion – Caltrans
2/4/2026 Agenda Review with Supervisor Parlin
2/4/2026 Agenda Review with Supervisor Ferrero
2/4/2026 Agenda Review with Supervisor Turnboo
2/5/2026 EDCT DOT Discussion – R. Martinez
2/5/2026 SACOG Transportation Meeting
2/5/2026 EDCTA Board Meeting