

EXECUTIVE DIRECTOR'S REPORT

DATE: SEPTEMBER 3, 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

SACOG Regional Funding Round

SACOG released the System Preservation Program call for projects on March 19, 2026, and applications were due May 8, 2026. EDCTC supported El Dorado County Department of Transportation (DOT) with the preparation of two System Preservation applications for projects on Missouri Flat Road and Latrobe Road.

Two additional SACOG federal funding program cycles opened in June 2026, with draft applications due August 14, and final applications due September 18. These include the System Performance and Next Generation Solutions and Clean Air Program. With the support of EDCTC, the County is preparing two System Performance applications, one for rehabilitation of the El Dorado Trail Weber Creek Bicycle Pedestrian Trestle Bridge, and another for the Bass Lake Road/Bridlewood Road roundabout project. EDCTC is also supporting the City of Placerville in the preparation of an application for the Canal Street Bicycle and Pedestrian project.

Active Transportation Program

EDCTC supported El Dorado County DOT with the preparation of four Statewide ATP Cycle 8 applications. The call for projects opened March 19, and applications were due for the statewide program June 22, 2026. EDCTC staff is currently working with El Dorado County on the submission of three Regional ATP Cycle 8 applications which are due to SACOG September 30.

Additionally, EDCTC has been supporting the City of Placerville with project development on the Placerville Drive Active Transportation Program project. The allocation for construction funding was approved by the CTC at their August 2026 meeting.

Active Transportation Planning

EDCTC has been working with El Dorado County Parks and members of the public to integrate a conceptual Class I multi-use trail alignment between Bass Lake Road and El Dorado Hills Boulevard into the US 50 Comprehensive Multimodal Corridor Plan (CMCP). While the alignment remains conceptual, it is anticipated to be included in a future update of the County's Active Transportation Plan. EDCTC has also been working with the County's GIS Department to update the Bicycle User Map to ensure compliance with current ADA accessibility standards.

Project Monitoring Report Modernization Efforts

As part of EDCTC's Next Generation Transportation Investment Strategy (NextGen), staff modernized the Project Monitoring Report by transitioning to an ArcGIS-based online dashboard. The new platform will provide real-time project updates as information becomes available, replacing the previous biannual reporting process. With the NextGen project coming to a close, and final products almost available, staff have begun training and working on the online platform and officially assumed management of the ArcGIS Project Monitoring Dashboard in July 2026. Work has begun on the new Project Monitoring Report to be presented to the EDCTC later in 2026.

PARTNER AGENCY COORDINATION

El Dorado County

EDCTC monitors County project allocation requests, bid awards, and planning and project development activities for EDCTC related projects. EDCTC staff also monitors land use development activities, provides comment letters and attends County planning TAC meetings when warranted. EDCTC regularly works with El Dorado County staff to amend the SACOG Metropolitan Transportation Improvement Program (MTIP) for El Dorado County DOT projects. EDCTC has been working with the County and the CTC on the project description for the STIP funded Ponderosa Interchange project. Since there have been some changes to the project's scope since the adoption of the STIP earlier this year, a STIP amendment may be required. EDCTC also supported El Dorado County DOT with the submittal of an extension request to the CTC for the allocation of construction funds for the El Dorado Hills Boulevard Interchange Phase 2B project. The extension request was approved at the June 25-26 CTC meeting.

El Dorado Transit Authority

Sustainable Transportation Planning Grant

EDCTC was awarded \$132,750 in Sustainable Transportation Planning Grant funding on Friday, May 29, 2026 for the 2026/27 Short- and Long-Range Transit Plan Update, bringing the total project cost to \$177,000. This update builds on the 2019 Short-and Long-Range Transit Plan, the 2024 Short-Range Transit Plan – Service Development Update and completed Zero-Emission Bus Transition plan to address critical needs: post-pandemic ridership recovery, zero-emission fleet implementation, service gaps for an aging population (27.8% over age 65), and equity challenges in rural foothill communities. Deliverables will include an adopted Short- and Long-Range Transit Plan document with prioritized improvements, financial plans, and implementation strategies.

El Dorado Transit Ridership Report

For the month of July 2026, ridership for all services trended up. Fiscal year-to-date ridership was up 17.7% overall. Demand Response ridership increased by 16.3%, Local Fixed Route ridership increased by 3.8%, and Commuter ridership increased by 42.6%. The Commuter ridership increase was due to the return-to-office mandate that went into effect July 1, 2026. Overall ridership was up 17.7%.

SACOG

EDCTC is participating in the following ongoing SACOG planning processes; the Mobility Zones Study, the recently adopted US 50 Comprehensive Multimodal Corridor Plan, and the Regional Trails Implementation Plan. EDCTC staff also regularly attend the Regional Planning Partnership and Project Level Conformity Group meetings to discuss projects of air quality concern.

CALTRANS

EDCTC continues to coordinate with Caltrans on the ongoing projects on US 50 and SR 49, including those projects listed on the Caltrans Project Monitoring Report Map.

US 50 Capital Preventive Maintenance Project

The US 50 Capital Preventive Maintenance Project is under construction and 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. Construction is underway with a k-rail barrier in place along the project limits.

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 fourteen in July. The City of Placerville does not have any projects on the inactive list.

STATE TRANSPORTATION FUNDING and LEGISLATION

California State Budget 2026/2027

For the 2026/27 California State Budget, the overall outlook for the El Dorado County Transportation Commission (EDCTC) is relatively stable. While California continues to face long-term fiscal pressures, the enacted budget largely preserves the state's core transportation funding programs that EDCTC relies upon. The budget also includes additional transportation-related revenues and maintains the state's commitment to SB 1 transportation investments.

Key implications for EDCTC include:

- SB 1 funding remains intact. Formula-based programs such as the State Transportation Improvement Program (STIP), Local Partnership Program (LPP), State Highway Operation and Protection Program (SHOPP), and Local Streets and Roads funding continue to provide the backbone of California's transportation investment program.
- Regional transportation planning continues to be supported. Funding for regional planning agencies and programming responsibilities remains available, allowing EDCTC to continue implementation of the 2025 Regional Transportation Plan, programming funds, and coordination with Caltrans, SACOG, and local agencies.
- Highway preservation remains a statewide priority. Continued investment in the SHOPP benefits El Dorado County through ongoing maintenance, pavement rehabilitation, bridge work, and safety improvements along the US 50 corridor and other state highways.
- Transit funding remains available but constrained. The budget preserves major transit funding programs, including the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP), although these programs continue to operate within a constrained fiscal environment. This supports continued opportunities for El Dorado Transit to pursue fleet, facility, and service improvements.
- Continued emphasis on competitive grants. State funding continues to prioritize projects that advance safety, climate resilience, active transportation, and multimodal improvements. Rural agencies such as EDCTC remain competitive for programs addressing wildfire evacuation, highway safety, bridge rehabilitation, and resilience.

California Transportation Legislation

The California legislature concluded their 2026 legislative cycle on August 31. The governor now has until September 30 to act upon the bills on his desk. EDCTC staff tracks all the bills, proposed or

approved, that are of interest to the business of the Commission and its partners. At the end of this legislative cycle there are four developments to know:

1. **SB 1087**, the bill to modernize SB 375, passed the Assembly on a narrow vote and cleared Senate concurrence. Late opposition from the CBIA raised concerns among Assemblymembers and Senators less familiar with the issues, though CBIA's claims didn't hold up to closer scrutiny.
2. **SB 125 Funds Allocated**: The final pieces of the budget package were also finalized this week, which restored the \$230M for SB 125-ZETCP funding, consistent with the original SB 125 allocation schedule (both the Governor's January and June budgets had zeroed it out).
3. **Sustainable Aviation Fuel (SAF) Tax Credit** is Dead: More good budget news is that the final package excluded the Governor's proposal to establish the SAF tax credit, which would have created a new diesel fuel tax credit that would have reduced funding for transportation programs like SHOPP, Local Streets and Roads, and TCEP by billions of dollars.
4. **Greenhouse Gas Reduction Fund (GGRF)**: Last year, the legislature restructured the GGRF into a tiered system that placed programs like AHSC, LCTOP, and TIRCP in the bottom tier, leaving them vulnerable to significant funding reductions. This year, the issue became acute when initial auction results were weaker than expected, and CARB implemented the Governor's proposal to create a manufacturing decarbonization incentive (MDI), which reduced total GGRF funding.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

Congress has made meaningful but incomplete progress toward replacing the Infrastructure Investment and Jobs Act (IIJA), whose surface transportation authorization expires September 30, 2026. The House Transportation and Infrastructure Committee overwhelmingly approved the bipartisan BUILD America 250 Act, a five-year, roughly \$580 billion reauthorization emphasizing highways, bridges, transit, rail, formula funding, state flexibility, project-delivery reform, and additional Highway Trust Fund revenue, but Congress has not completed a new long-term authorization. With the deadline now only weeks away, the immediate focus has shifted toward temporarily extending existing transportation programs, giving Congress additional time to negotiate a comprehensive bill. For EDCTC and other rural agencies, the emerging direction remains generally favorable, particularly the emphasis on predictable formula funding, preservation of existing roads and bridges, greater state and local flexibility, and streamlined federal requirements, but the final funding levels and program structure remain unresolved. EDCTC staff has begun to frame EDCTC's federal advocacy priorities around these emerging themes as negotiations continue into late 2026 and potentially 2027.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting on August 6, 2026)*

8/10/26	CARTA TAG Meeting
8/10/26	SACOG System Preservation Performance Applications Check In – EDC DOT
8/12/26	El Dorado Hills APAC Meeting
8/13/26	SACOG System Preservation Performance Applications Check In – EDC DOT
8/13/26	CALCOG Board of Directors Meeting
8/17/26	CARTA Waterfall Process and Schedule Discussion
8/19/26	CARTA Board Meeting
8/19/26	RTPA Meeting
8/20/26	SACOG Board of Directors Meeting
8/20-21/26	CTC Meeting
8/24/26	EDCTC Partner Coordination Meeting
8/26/26	SACOG RPP Meeting
8/27/26	SACOG/PCTPA EDCTC Monthly Coordination Meeting

8/28/26	Placerville US 50 Speed Feedback Project Discussion - City of Placerville and Caltrans
8/31/26	SACOG Policy and Innovation Meeting
8/31/26	SACOG Strategic Planning Meeting
9/1/26	Procurement Discussion with Maura Twomey
9/2/26	Agenda Review with Supervisor Parlin
9/2/26	Agenda Review with Supervisor Ferrero
9/2/26	Agenda Review with Supervisor Turnboo
9/3/26	SACOG Transportation Meeting
9/3/26	EDCTA Board Meeting