

EXECUTIVE DIRECTOR'S REPORT

DATE: APRIL 3, 2025
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 2025-2045

EDCTC staff continues to work on the 2025-2045 Regional Transportation Plan. Staff has finalized the streets, highways and roadways, active transportation, and transit transportation project lists in coordination with El Dorado County, El Dorado Transit, City of Placerville, and SACOG staff. With the draft project list now finalized, EDCTC staff has transmitted it to the Environmental Consultant to start work on the Environmental Impact Report (EIR). The RTP EIR Scoping meeting was held virtually on Wednesday, December 4, 2024. Four Regional Transportation Plan Advisory Committee meetings have been held thus far in January, April, July, and October 2024. The next phase of RTP outreach is being conducted in coordination with the Next Generation Transportation Investments Strategy Social Pinpoint interactive mapping effort, which closed January 11, 2025. In January 2025, EDCTC launched a comprehensive informational video for the RTP, and the Draft Policy Element was presented to the Commission at the March 2025 meeting. EDCTC staff is currently working on the Draft Action Element, which is anticipated to be presented to the Commission at the June Meeting.

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" (Next Gen Strategy). This strategy will provide data, analytics, and information to support transportation investments across the west slope of El Dorado County. The consultant team prepared and launched a public outreach strategy and comprehensive transportation survey last year. Project mapping was completed for both roadway and active transportation projects. On October 23, 2024, EDCTC launched an interactive Social Pinpoint mapping website to gather additional public input on the proposed projects. The Social Pinpoint platform closed on January 11, 2025, and a summary of the engagement was provided to EDCTC in February. EDCTC is currently collaborating with the consultant team on project prioritization, performance measurement, and an origin-destination and vehicle miles traveled analysis for the western slope.

PARTNER AGENCY COORDINATION

El Dorado Transit Authority

EDCTC will be supporting El Dorado Transit with the administration of the Low Carbon Transit Operations Program (LCTOP) funding. The guidelines were released in late December, and EDCTC staff attended program webinars in February. EDCTC and EDCTA staff are coordinating on project selection and the allocation request package. LCTOP programming will be presented for consideration by the EDCTC and EDCTA Board at their April meetings.

El Dorado Transit Ridership Report

For the month of February 2025, ridership for Local Fixed Routes and Commuter Routes trended up, and Demand Response was down slightly. Fiscal year-to-date ridership was up 26.0% overall.

For February 2025, overall ridership increased by 21.5% compared to the previous year. Demand Response ridership decreased by 12.6%, Local Fixed Route ridership increased by 20.0%, and Commuter ridership increased by 61.8%. This marks the eighth consecutive month in which commuter ridership has increased by 50% or more compared to the previous year.

EI Dorado County

EDCTC is monitoring County project allocation requests, bid awards, and planning activities for EDCTC-related projects. EDCTC staff also monitors development activity by providing comment letters and attending County planning TAC meetings when warranted. EDCTC regularly works with EI Dorado County staff to amend the SACOG MTIP for EI Dorado County DOT projects. Important amendments were completed for the Ponderosa Interchange Project in January 2025, and staff is coordinating with SACOG on the Obligation Plan for 2025.

City of Placerville

At the December 2023 California Transportation Commission (CTC) meeting, the City of Placerville and EDCTC were awarded Climate Adaptation Program funding for the US 50 Trip to Green Congestion Management and Resiliency Strategy. The \$3,000,000 grant will support the completion of Environmental Approvals, Engineering Design, and Right-of-Way acquisition to install necessary infrastructure for Trip to Green operations. The City's request for an \$800,000 funding allocation for the PA/ED phase was approved by the CTC at their August 2024 meeting. The City of Placerville awarded a consulting services contract to Wood Rodgers in January 2025. EDCTC and the City of Placerville held a kickoff meeting with the consultant team in February 2025.

EDCTC is 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 related to the HBP program and the Clay Street Bridge.
2. Placerville Drive Bicycle and Pedestrian Improvements – EDCTC assisted the City with the submittal of ATP extension requests to the CTC for the expenditure of design and right-of-way funding and for the allocation of construction funding. The extension requests will be considered at the May CTC meeting.
3. Placerville Drive Connectivity – EDCTC remains involved in the ongoing engineering design and outreach for the project which is scheduled to go to construction in August 2025.
4. Canal Street Bicycle and Pedestrian Improvements – EDCTC remains involved in the ongoing engineering design for the project and will be supporting the City with project phasing and future funding needs. EDCTC and the City are coordinating on the advancement of a smaller phase in the near term. EDCTC will support the City in coordination with SACOG to ensure the project phasing is reflected accurately in the MTIP.
5. Trip to Green – EDCTC remains involved in the project to support administration of funding and will attend project development team meetings which began in February of this year.
6. WPI Phase 2.3 – EDCTC will be supporting the City with an allocation request for STIP funding in the coming Fiscal Year (2025/26)

SACOG

EDCTC is working closely with SACOG, EI Dorado County, and the City of Placerville on the next update of the MTP/SCS (2025 Blueprint). EDCTC has updated projects in the MTIP and finalized a comprehensive project list for the MTP and EDCTC RTP. EDCTC is also actively engaged in SACOG's planning processes for the Mobility Zones Study and the US 50 Comprehensive Multimodal Corridor Plan. Additionally, EDCTC is supporting SACOG with the implementation of the NorCal Go online system for trip planning and multimodal travel options. EDCTC follows activities related to Regional May is Bike Month. It is anticipated that Bike to Work Day on May 16, will be celebrated in EI Dorado County in conjunction with a grand opening event for the Missouri Flat Road Bicycle and Pedestrian Overcrossing.

CALTRANS

Strategic Highway Safety Plan

Caltrans is currently updating the 2020-2024 California Strategic Highway Safety Plan (SHSP), incorporating regional data and input to develop strategies aimed at reducing roadway fatalities and serious injuries. The updated SHSP is expected to be released in early 2025. EDCTC, in collaboration with the Rural Counties Task Force, will provide recommendations to ensure extreme wildfire risk considerations are included in the plan, an aspect previously overlooked in favor of coastal and valley-specific risks such as sea-level rise and flood.

In February 2025, Caltrans released the draft District 3 Managed Lanes System Plan (MLSP). The MLSP details the managed lane facilities across District 3, including US 50 in El Dorado County. Managed lanes include carpool or high-occupancy-vehicle lanes and express or high-occupancy toll lanes. The plan details how these managed lanes will be planned, designed, integrated into the existing system, and ultimately delivered and operated throughout the district, including the segment of US 50 from the western El Dorado County line to Cameron Park. The final MLSP will be posted on the District 3 website in the coming months.

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. Currently, neither the City of Placerville nor El Dorado County have any EDCTC-programmed projects on the inactive list at risk of losing funding.

STATE TRANSPORTATION POLICY, FUNDING, and LEGISLATION

Transportation Policy

Climate Action Plan for Transportation Infrastructure

In late February, CalSTA released the Climate Action Plan for Transportation Infrastructure (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 here <https://calsta.ca.gov/subject-areas/climate-action-plan>. CAPTI 2.0 doubles down on the Governor's efforts to prioritize transportation investments for projects that reduce greenhouse gas emissions and combat climate change.

Caltrans System Investments Strategy

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 are in alignment with the 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 two Executive Orders N-19-19 and N-79-20.

Draft Caltrans State Highway System Management Plan

The Draft Caltrans State Highway System Management Plan (SHSMP) was recently released for external review and comment. The plan integrates maintenance, rehabilitation, and operation of the State Highway System to meet both state and federal asset management requirements while also

aligning investments with California's climate, health, and social equity objectives. The SHSMP maintains a "fix-it-first" approach while promoting a climate-resilient transportation system that mitigates greenhouse gas emissions and safeguards state transportation assets.

California State Budget 2025-2026

Governor Gavin Newsom's proposed 2025-2026 budget includes significant investments in transportation and infrastructure, reinforcing the state's commitment to modernizing transit systems and climate adaptation.

Transportation Investments:

- High-Speed Rail: \$4.2 billion allocated for the High-Speed Rail Authority to continue construction of the Central Valley Segment, advancing the statewide high-speed rail network.
- Transit and Rail Infrastructure: \$7.7 billion designated for high-priority transit and rail projects aimed at enhancing connectivity between state and regional services, including investments in zero-emission transit capital programs.
- Active Transportation and Climate Adaptation: \$1.1 billion allocated for biking and walking paths and climate resilience initiatives to combat climate-related transportation challenges.

Infrastructure Initiatives:

- Port Upgrades: \$228.2 million to enhance publicly owned port facilities in support of offshore wind generation and other industrial needs.
- Parks and Community Resilience: \$190 million allocated to the Statewide Park Program to develop and improve parks in disadvantaged communities. Additionally, \$85.9 million is designated for coastal resilience projects addressing challenges like rising sea-level rise and erosion.

May Revision Considerations:

The "May Revise" is an annual update to the state's budget proposal, reflecting changes in revenue projections and economic conditions. In the 2024-2025 May Revision, Governor Newsom maintained funding for key transit projects but proposed reductions in active transportation funding by \$300 million in 2025-2026 and \$99 million in 2026-2027. These adjustments were aimed at ensuring a balanced budget while preserving essential services.

Given this context, it is anticipated that the upcoming May Revision for the 2025-2026 budget may include similar adjustments to transportation and infrastructure funding, depending on the state's fiscal outlook and revenue projections.

California Transportation Legislation

EDCTC continues to track relevant bills to support or inform state transportation policy, including:

AB 12: Wallis (R) Low Carbon Fuel Standard: regulations

The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024. This bill would declare that it is to take effect immediately as an urgent statute.

AB 555: Jackson (D) Air resources: regulatory impacts: fuel costs

This bill would require the State Air Resources Board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the regulatory impacts to the price of transportation fuels for California consumers.

AB 612: Rogers (D) Highway Design Manual: emergency response times

This bill would require the Department of Transportation, on or before January 1, 2026, to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to ensure the improvements do not negatively impact emergency response times.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

Since his appointment, U.S. Transportation Secretary Sean Duffy has implemented significant changes in transportation funding and policy, emphasizing traditional infrastructure priorities and reducing the influence of social and environmental considerations.

Policy Revisions and Rescissions

In March 2025, Secretary Duffy rescinded two memorandums from the previous administration that incorporated social and environmental factors into funding decisions. He stated that these actions were an overreach and redirected the Department of Transportation (DOT) to focus on projects that enhance safety and commerce.

Additionally, in January 2025, Secretary Duffy authorized the elimination of policies related to Diversity, Equity, and Inclusion (DEI), climate change initiatives, and other partisan objectives within the DOT. This move aimed at aligning the department's actions with economic principles and cost-benefit analyses, removing what he termed "woke" policies.

Grant Program Adjustments

Secretary Duffy issued a directive to prioritize transportation grants for communities with higher marriage and birth rates, a policy that could favor Republican-majority states with traditionally higher fertility rates. The directive also suggested prohibiting vaccine and mask mandates and enforcing immigration policies for grant recipients.

The Federal PROTECT grant program, focused on climate adaptation, was recently terminated due to its alignment with climate objectives from the previous administration.

The Safe Streets and Road for All (SS4A) notice of funding availability was released on March 28, 2025, with applications due June 26, 2025. EDCTC staff is collaborating with partner agencies to identify a project that might be competitive within this program.

Infrastructure Investment and Jobs Act (IIJA) Reauthorization

The primary focus now is on the next reauthorization of the surface transportation bill due to be approved in late 2026. The development of the next Federal Surface Transportation Bill under Transportation Secretary Sean Duffy is expected to prioritize several key areas:

- **Permitting Reform and Project Delivery**
Secretary Duffy has emphasized the need to streamline environmental permitting regulations to expedite construction projects while maintaining necessary environmental assessments, aiming to accelerate project timelines and enhance efficiency.
- **State Autonomy and Federal-State Partnerships**
Secretary Duffy supports rethinking the federal-state partnership by granting state transportation departments increased autonomy and authority. He believes that states are better positioned to

understand and address their unique transportation needs, suggesting that more localized decision-making can lead to more effective infrastructure solutions.

- **Emphasis on Safety and Innovation**
Safety remains a paramount concern. Secretary Duffy has highlighted the importance of improving road safety to reduce fatalities and is committed to modernizing aviation systems with advanced technologies. Additionally, he advocates for embracing emerging technologies, such as autonomous vehicles and drones, to enhance transportation efficiency and safety.
- **Focus on Traditional Infrastructure Projects**
The administration is expected to prioritize funding for core infrastructure projects like roads and bridges. Secretary Duffy has indicated a shift away from initiatives that were central to previous administrations, such as certain public transit expansions and projects emphasizing social and environmental considerations. This realignment may affect the allocation of federal funds, potentially leading to the reevaluation or cancellation of projects that do not align with the current administration's priorities.
- **Integration of Emerging Technologies**
The upcoming bill may include provisions to support the adoption of innovative technologies aimed at improving transportation system performance. This could involve competitive grant programs to encourage the implementation of performance-based management practices and the use of advanced technologies to enhance efficiency and safety.
- **Funding Considerations and Legislative Process**
With the Infrastructure Investment and Jobs Act's (IIJA) advance appropriations set to expire in 2026, the administration's fiscal plans propose not renewing these appropriations, potentially reducing transportation funding by \$342 billion over the subsequent decade. This proposal would significantly impact mass transit and railroad projects, while highway funding may experience comparatively smaller reductions.

The development of the new surface transportation bill will involve collaboration between the Department of Transportation and Congress, with input from state and local governments, industry stakeholders, and the public. The legislative process will include drafting, committee reviews, and negotiations to address funding mechanisms, project priorities, and policy reforms. The administration's focus on efficiency, state autonomy, and traditional infrastructure projects will likely shape the bill's provisions and funding allocations.

Overall, under Secretary Duffy's leadership, the forthcoming Federal Surface Transportation Bill is anticipated to emphasize streamlined project delivery, enhanced state control, safety improvements, and the integration of innovative technologies, while potentially reducing emphasis on certain public transit initiatives and projects aligned with previous administrations' social and environmental agendas.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting March 6, 2025)*

3/7/25	Cap-to-Cap Steering Committee Meeting
3/7/25	Placerville Main Street Group Meeting
3/7/25	Coordination with EDC DOT – R. Martinez
3/10/25	SACOG Policy & Innovation Meeting
3/10/25	CARTA Board Meeting
3/11-12/25	CTC Equity Advisory Committee Meeting
3/12/25	SMCC Infrastructure Policy Committee Meeting
3/13/25	ATP Extension Request Discussion
3/14/25	SACOG 1 st Quarter Coordination Meeting
3/14/25	RCTF Meeting
3/14/25	TPA Discussion with EDCTA and LSC Consultants

3/18/25 EDCTC/Caltrans Monthly Coordination Meeting
3/20-21/25 CTC/RTPA Meetings
3/20/25 SACOG Board Meeting
3/20/25 Regional Government and Public Affairs Advocates Meeting
3/21/25 Phone Call with EDC DOT – R. Martinez
3/21/25 SACOG Race, Equity & Inclusion Working Group
3/24/25 EDCTC TAC Meeting
3/26/25 Meeting with EDC DOT – R. Martinez
3/26/25 IIJA Reauthorization – Fix-it-First and Climate Action Subworking Group
3/27/25 Discussion with Fehr and Peers
3/28/25 Wildfire Workgroup Discussion
3/28/25 SACOG Mega-Region Working Group Meeting
3/28/25 SACOG Mobility Zones Technical Committee Meeting
3/28/25 CARTA Technical Advisory Group Monthly Meeting
3/31/25 Agenda Review with Vice Chair Parlin
4/1/25 Cap-to-Cap Transportation Team Meeting
4/1/25 CARTA Policy Workshop
4/2/25 Agenda Review with Commissioner Ferrero
4/2/25 Agenda Review with Supervisor Turnboo
4/3/25 SACOG Transportation Meeting
4/3/25 California Federal Programming Group Meeting
4/3/25 EDCTA Board Meeting