

EXECUTIVE DIRECTOR'S REPORT

DATE: AUGUST 6, 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.

Statewide Active Transportation Program

EDCTC supported El Dorado County DOT with the preparation of four ATP Cycle 8 applications. The call for projects opened March 19, and applications were due for the statewide program June 22, 2026. 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 is scheduled for consideration 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), recently adopted by SACOG. 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 projects 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 in August, 2026.

US 50 Wildlife Vehicle Collision Mitigation Project

In 2024, EDCTC began working to prepare and submit grant applications for a wildlife undercrossing project along US 50 between Placerville and El Dorado Hills. The project is intended to help prevent

Wildlife Vehicular Collisions (WVCs), as this segment of US 50 is among the top ten worst areas in the state for WVCs. The project was not awarded funding through the 2024 Federal Wildlife Crossing Program, so the project team began pursuing funding through the State Wildlife Conservation Board (WCB). In accordance with the WCB process, EDCTC released a Request for Qualifications (RFQ) to solidify the project team, in the event the grant was awarded. A \$4.5 million application was submitted during the first week of March 2026, and in late April 2026, EDCTC staff were informed that the application will not be considered for funding. EDCTC was made aware that the WCB are no longer prioritizing planning projects, and instead, they are prioritizing construction projects. EDCTC and partners are now working to downscale the project to identify a top priority construction project that can garner support and be awarded funding in a future round.

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.

City of Placerville

EDCTC is coordinating with the City of Placerville on delivery of 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 Highway Bridge Program (HBP) and the Clay Street Bridge.
2. Placerville Drive Bicycle and Pedestrian Improvements – EDCTC continues to assist with project development team meetings and coordination with Caltrans on the related Placerville Drive Hangtown Creek Bridge project. The City anticipates submitting an allocation request for construction funding in June for the August CTC meeting.
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 Sidewalks Project as a first phase of construction in the near term and anticipating an application of funding for Canal Street in the SACOG System Performance Program this summer.
4. Trip to Green – EDCTC remains involved in the project to support administration of existing funding, determining future funding options, and attending project development team meetings.
5. WPI Phase 2.3 – EDCTC supported the City with submittal of an allocation request for State Transportation Improvement Program (STIP) funding for the PA/ED phase of the project, approved at the June 25-26 CTC meeting.
6. EDCTC staff also assisted the City of Placerville in the submittal of an extension request to the CTC for the allocation of Local Transportation Climate Adaptation Program (LTCAP) funding for the PS&E phase for the US 50 Trip to Green project. The project was delayed due to the requirement of a Project Initiation Document prior to starting the PA/ED phase. The extension request was also 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 2026/27 Short- and Long-Range Transit Plan document with prioritized improvements, financial plans, and implementation strategies.

SB 125 TIRCP and ZETCP Formula Funding

Staff coordinated with EDCTA on review of projects with existing formula funding and on reporting for TIRCP and ZETCP formula funding. Additionally, as required by SB 125, staff coordinated with EDCTA and hired LSC Transportation consultants to complete a Long-Term Financial Plan. This effort comprised the development of a financial outlook that demonstrates the implementation of ridership recovery strategies and provides a five-year operating funding projection for the region, in accordance with CalSTA guidelines. It was submitted on June 8, 2026 with receipt confirmed June 15, 2026.

El Dorado Transit Ridership Report

For the months of May and June 2026, Demand Response, Local Fixed Route and Commuter ridership continued to trend up with the exception of May Local Fixed Route, which was down 7.5%. Fiscal Year-to-date ridership was up 5.6% overall. The May and June 2026 Ridership Report compares systemwide monthly passenger trips to the same period in the previous fiscal year. In May, Systemwide monthly passenger trips stayed flat, decreasing by 1.0% compared to the previous year. Demand Response ridership increased by 14.8%, Local Fixed Route ridership decreased by 7.5%, and Commuter ridership increased by 3.9%.

In June, systemwide monthly passenger trips increased by 10.6% compared to the previous year. Demand Response ridership increased by 21.3%, Local Fixed Route ridership increased by 7.1% and Commuter ridership increased by 11.2%.

Commuter ridership has been steadily increasing for the past two years. We expect ridership to continue to increase with the latest Return to Office order.

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.

Harvest Season Traffic Management

EDCTC staff facilitated a meeting of the annual harvest season traffic management team to prepare for the upcoming fall season. This included all of the partner agencies involved in the implementation of the standard operating procedures adopted by the EDCTC in 2024. EDCTC staff is exploring options for funding new signage and traffic control devices that would improve traffic control in the Apple Hill™ region. If funding is identified, an item will be brought to the EDCTC board for consideration in September.

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 June. 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

As of June 2026, the Legislature has moved past the house-of-origin deadline and many significant bills are still alive. Bills that survive the fiscal committees this summer could be passed by August 31 and sent to Governor Newsom for signature. Some of the bills EDCTC is tracking are listed below.

SB 1087 — Transportation Planning and Sustainable Communities Strategies

Author: Senator Cabaldon

SB 1087 would revise requirements governing regional transportation plans, sustainable communities' strategies, transportation funding programs, and related state oversight. The measure would amend statutes affecting RTP preparation, regional greenhouse-gas planning, transit funding and several transportation grant programs.

SB 1250 — State Highway System: Wildlife Connectivity

Author: Senator Cortese

SB 1250 would require Caltrans to include wildlife-connectivity infrastructure in its state highway asset-management plan. Wildlife crossings, upgraded culverts and bridges, fencing, habitat corridors and related facilities would receive formal performance measures and condition assessments.

The bill would also require Caltrans and the Department of Fish and Wildlife to jointly maintain an inventory of highway locations where wildlife-passage improvements could reduce wildlife-vehicle collisions or restore habitat connectivity.

AB 1421 — Road Usage Charge Technical Advisory Committee

Author: Assemblymember Wilson

AB 1421 would continue or restructure state work related to a road usage charge as California seeks a replacement for declining gasoline-tax revenue. The current version focuses on the Road Usage Charge Technical Advisory Committee.

For EDCTC, a future mileage-based charge presents significant rural-equity questions. El Dorado County residents frequently drive longer distances for employment, medical care, education and basic services, while having fewer practical transit alternatives. At the same time, a sustainable replacement for fuel-tax revenue will be important to maintaining SB 1 programs, local streets and roads funding and state highway investments.

AB 1944 — Zero-Emission Transit Bus Axle-Weight Limits

Author: Assemblymember Lee

AB 1944 would postpone the date by which transit agencies must comply with lower axle-weight limits for zero-emission buses. Battery-electric and other zero-emission buses generally remain heavier

than comparable conventional buses, making existing weight limits difficult to meet. The measure is intended to allow agencies to continue purchasing buses that comply with the California Air Resources Board's Innovative Clean Transit regulation while vehicle technology and battery weights improve.

This is relevant to El Dorado Transit because rural routes, grades, climate conditions, and passenger-range requirements can already make zero-emission bus procurement challenging. Greater vehicle flexibility could reduce the risk of purchasing buses that are unsuitable for local service.

AB 1599 — California Transit Stop Registry and Transit Data

Author: Assemblymember Ahrens

AB 1599 would create a statewide transit-stop registry and require standardized data, including a unique identifier for each transit stop established through Caltrans. The proposal could improve statewide trip-planning information, accessibility analysis and coordination among transit providers. However, implementation may create new data-management, mapping, quality-control and reporting responsibilities for smaller transit operators. The California Transit Association has been monitoring the bill because of possible unintended administrative impacts

AB 1198 — Prevailing Wage Rates on Public Works Projects

Author: Assemblymember Haney

AB 1198 would generally require contractors to pay the prevailing wage in effect when construction begins rather than the wage rate in effect when the project was originally advertised or announced. Local government and transit organizations have raised concerns that the proposal would make project costs more difficult to forecast. Projects with extended environmental, design, right-of-way or funding schedules could face unanticipated cost increases between programming and construction.

This issue is particularly important for EDCTC because state and federal transportation projects frequently take several years to advance. Unplanned construction-cost increases could create funding gaps, force scope reductions or require reprogramming of limited regional funds.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

On May 22, 2026, the U.S. House Transportation and Infrastructure Committee approved the BUILD America 250 Act (H.R. 8870), a bipartisan five-year surface transportation reauthorization proposal that would replace the Infrastructure Investment and Jobs Act (IIJA), which expires September 30, 2026. The bill was approved by a bipartisan vote of 62-2 and authorizes approximately \$580 billion over five years for highways, bridges, transit, rail, and safety programs. This bill has been in the Ways and Means Committee since May. Nothing has been proposed in the Senate on BUILD and will not likely be addressed within the timeframe necessary to adopt a new surface transportation bill. Therefore, it is nearly certain that an extension will be passed to continue funding surface transportation under the IIJA programs.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting on June 4, 2026)*

6/8/26	CARTA TAG Meeting
6/9/26	EDCTC Fiscal Officer Interviews
6/9/26	EDC Short and Long Range Transit Plan Award Meeting w/Caltrans
6/10/26	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
6/11/26	EDC DOT Discussion with R. Martinez
6/12/26	SACOG REI Working Group Meeting
6/12/26	SB 125 Discussion with CalSTA
6/15/26	Presentation to the EDC Tax Payers Association
6/15/26	SB 1087 Discussion with Supervisor Laine
6/15/26	EDC DOT Application Coordination
6/16/26	EDCTC and Caltrans Monthly Coordination Meeting – S. Takhar
6/17/26	CARTA Board Meeting
6/18/26	SACOG Board of Directors Meeting

6/23/26	System Preservation Program Debrief
6/23/26	Cool Cave/Highway 49 Discussion w/Teichert
6/24/26	Annual Harvest Traffic Plan Meeting
6/25/26	EDC DOT Discussion with R. Martinez
6/30/26	STIP Programming Discussion with J. Barton
6/30/26	CALCOG Board Meeting
7/1/26	STIP Programming Discussion with CTC
7/2/26	WVC Update with L. Morgan
7/15/26	SACOG Federal Funding Discussion w/EDCTA
7/17/26	RCTF Meeting
7/22/26	Meeting with EDCTA
7/23/26	SB 1 Prioritization Update for Trip to Green
7/24/26	Harvest Corridors Improvement Partnership Coordination
7/27/26	EDCTC Partner Coordination Meeting
7/28/26	EDC DOT/SACOG/EDCTC Application Work Planning
7/30/26	System Performance/Next Gen Solutions Meeting – K. Bewsey
8/4/26	Agenda Review with Supervisor Turnboo
8/5/26	Agenda Review with Supervisor Parlin
8/5/26	CALCOG Executive Directors Meeting
8/5/26	SACOG System Performance Applications Discussion
8/5/26	Agenda Review with Supervisor Ferrero
8/6/26	SACOG Transportation Meeting
8/6/26	EDCTA Board Meeting