

EXECUTIVE DIRECTOR'S REPORT

DATE: DECEMBER 4, 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

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 project team prepared and launched a public outreach strategy and comprehensive transportation survey in 2024. Mapping for both roadway and active transportation has been completed, and the consultant team is now finalizing an interactive online platform to provide improved transportation and project support.

The Draft Next Gen Strategy is anticipated to be released in early 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. EDCTC monitors both permanently installed counters and supports the El Dorado County Department of Transportation with the installation of temporary counters as required by the state Active Transportation Program. Temporary counters were installed in November 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 are scheduled to be presented to the CTC in January 2026, with the Call for Projects anticipated in March 2026. Applications will be due for the statewide program in June 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.

US 50 Wildlife Crossing Pilot Program

In 2024, EDCTC worked with a dedicated member of the public, Lisa Morgan, and staff from En2 Resources to prepare and submit a Federal Wildlife Crossing Program Grant Application. The application requested \$1.7 million to investigate and identify the highest priority locations for improvements for reducing wildlife vehicle collisions (WVC's) along the US 50 Corridor between El Dorado Hills and the existing wildlife undercrossing just west of Placerville. The grant application was not awarded funding in the 2024 round; however, the project team is pursuing funding through the State Wildlife Conservation Board (WCB). A pre-application was submitted and approved by the state earlier this year, which allows EDCTC and the project team to submit a formal application. EDCTC is

coordinating with partners in the legislature, Caltrans, and the Shingle Springs Rancheria to gather support and obtain support letters for the WCB grant application. The complete application is in development and anticipated for submittal in early in 2026, with an award anticipated at either the May or November 2026 WCB meeting. A request for qualifications was released on December 3, 2025, to solicit statements of qualifications from qualified consultants to perform the planning, environmental, engineering, and design work should the WCB grant be awarded.

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 month of October 2025, ridership for Local Fixed Routes and Commuter Routes trended up, while Demand Response stayed flat. Fiscal year-to-date ridership was up 7.7% overall. Overall ridership increased by 5.1% compared to the previous year. Demand Response ridership stayed relatively flat, decreasing slightly by 1.0%, Local Fixed Route ridership increased by 2.7%, and Commuter ridership increased by 14.9%.

El Dorado County

EDCTC continues to monitor County project allocation requests, bid awards, and planning activities for EDCTC-related projects. Staff also reviews development activity by providing comment letters and attending County planning TAC meetings.

EDCTC regularly collaborates with County staff to amend the SACOG Metropolitan Transportation Improvement Program (MTIP) for El Dorado County DOT projects. Key amendments include the Ponderosa Interchange Project (January 2025). Staff also recently coordinated with agency staff and SACOG on the 2025 Obligation Plan.

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 needed to install the necessary infrastructure to conduct Trip to Green on an as-needed basis. EDCTC, the City of Placerville, and the selected consultant, Wood Rodgers, have begun regularly scheduled Project Development Team (PDT) meetings. Environmental work is ongoing, and the consultant has delivered conceptual roadway General Arrangement Drawings, which are currently being reviewed by EDCTC and City staff.

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. Placerville Drive Connectivity – EDCTC will provide any necessary support to the City as the project is now under construction, with paving anticipated in early December.
4. 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 Combellack Road Sidewalk Project as a first phase of construction in the near term.

5. Trip to Green – EDCTC remains involved in the project and continues to support administration of funding and participation in project development team meetings.
6. WPI Phase 2.3 – EDCTC will support the City with an allocation request for STIP funding in the coming Fiscal Year (2025/26).

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. EDCTC is also participating in the following ongoing SACOG planning processes; the Mobility Zones Study, the US 50 Comprehensive Multimodal Corridor Plan, and the Regional Trails Implementation Plan. EDCTC staff also regularly attends the Project-Level Conformity Group meetings to discuss projects of Air Quality Concern.

Regional Funding Round

Future CMAQ and Urban Surface Transportation Block Grant program funding cycles will be competitive through SACOG. EDCTC will support partner agencies in preparing funding applications. SACOG is finalizing program guidelines, including the establishment of funding targets for EDCTC in preparation for the upcoming funding round.

Regional Project Prioritization Program

In October, 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). The application for the Harvest Corridors Improvement Partnership has been recommended for the 2026 priority list under the Projects in Development category. SACOG staff will be taking recommendations to the SACOG Transportation Committee on December 4 and SACOG Board on December 18 for approval.

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 the State Park in Coloma.

District 3 Managed Lanes System Plan (MLSP)

In February 2025, Caltrans released the Draft District 3 Managed Lanes System Plan (MLSP). The MLSP identifies 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 managed lanes will be planned, designed, integrated into the existing system, and ultimately delivered and operated, including the segment of US 50 from the western El Dorado County line to Cameron Park.

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 anticipated for 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 three El Dorado County projects, down from five in the last quarter. The County has indicated they are already aware of these and are working with Caltrans to submit and review the invoices for the three projects. The Caltrans inactive project list can be viewed here: <https://dot.ca.gov/programs/local-assistance/projects/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.

Caltrans State Highway System Management Plan (SHSMP)

The Draft Caltrans State Highway System Management Plan (SHSMP) was released for external review and comment on February 21, 2025. The plan integrates maintenance, rehabilitation, and operation of the State Highway System to meet both state and federal asset management requirements while 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. The plan can be viewed here: https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2025_shsmp_draft_02-21-25.pdf/

California State Budget 2025-2026

Governor Newsom signed the 2025-26 State Budget, totaling approximately \$321.1 billion, with about \$228 billion from the General Fund. The budget closes a projected \$12 billion deficit by drawing down reserves and modifying some programs. While transportation is not broken out in statewide summary documents, prior proposals included a multiyear \$10.9 billion transportation package, with roughly \$2.1 billion allocated for 2025-26 toward infrastructure, freight, and transit projects. Other statewide transportation initiatives, like complete streets mandates and active transportation planning, remain in place. EDCTC's Next Gen Strategy aligns with these statewide priorities by emphasizing corridor planning for US Highway 50, advancing active transportation networks, and improving regional connectivity consistent with the Governor's budget objectives, Caltrans corridor plans, and SACOG sustainable planning goals.

California Transportation Legislation

The California Legislature's 2025 session ended on September 13, 2025, as the first year of the 2025-2026 biennial legislative session, with the second year beginning on January 5, 2026. EDCTC continues to track relevant bills to support or inform state transportation policy. Below is a list of the EDCTC-relevant bills that remained pending in the Assembly and Senate Transportation Committees when the 2025 session ended and may be reintroduced or revised in the next session.

AJR 22 (Arambula D) Federal Infrastructure Bank: The Federal Infrastructure Bank Act of 2023, H.R. 4052, would establish new national infrastructure bank authorities to invest in infrastructure projects, require no new federal spending or new tax, and be capitalized by repurposing existing United States Treasury debt.

SB 569 (Blakespear D) Department of Transportation homeless encampments: This bill would require Caltrans to establish a dedicated liaison to facilitate communication with local and state agencies to address homeless encampments within the state highway system and to oversee the development and implementation of delegated maintenance agreements between local agencies and the department in which both work together to reduce and remove homeless encampments within the department's jurisdiction.

AB 1421 (Wilson D) Vehicles: Road Usage Charge Technical Advisory Committee: Existing law requires the CTC to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing

the potential for mileage-based revenue as an alternative to the gas tax. Existing law repeals these provisions on January 1, 2027. This bill would extend the provisions until January 1, 2035.

AB 1268 (Macedo R) Motor Vehicle Fuel Tax Law: adjustment suspension: This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax scheduled every July 1, upon deciding that increasing the rate would impose an undue burden on low-income and middle-class families. This bill would take effect immediately as a tax levy.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

The current federal administration is reorienting transportation policy to prioritize vehicle capacity over multimodal, climate, or equity objectives. Projects that reduce lane throughput for cars are now more likely to be targeted for review. While it is uncommon for a new administration to rescind or cancel previously awarded infrastructure grants, the U.S. Department of Transportation (DOT) has begun rolling back certain Biden-era investments in active transportation, transit, and equity-focused projects.

The DOT has initiated the rescission of previously awarded grants for bicycle lanes, pedestrian safety improvements, trails, and related projects. The rationale provided is that some projects are “hostile to motor vehicles.” For example, a project in San Diego County that included bike lanes lost \$1.2 million in funding due to decreased vehicle capacity. Local governments in at least six states (Alabama, California, Connecticut, Illinois, Massachusetts, and New Mexico) have been notified that certain Infrastructure Investments and Jobs Act (IIJA) awards may be withdrawn. The DOT is reviewing thousands of unfinalized grant agreements from the prior administration, with some being canceled or delayed. Over \$65 million in bike-lane-related grants have been flagged for potential cancellation as part of this review.

This review is framed as enforcing compliance with new executive orders and shifting federal priorities away from social justice, climate, or equity criteria. The administration’s FY 2026 “skinny budget” framework also indicates potential reductions or elimination of funding for programs tied to Complete Streets, active transportation, transit electrification, and technical capacity-building. Some grant programs under the IIJA are particularly at risk if funds remain unobligated. In parallel, the House Transportation and Infrastructure Committee has proposed eliminating unobligated funds for the Neighborhood Access and Equity Grant Program, intended to reconnect communities affected by past highway construction, as part of reconciliation proposals.

Currently, no projects within EDCTC’s jurisdiction have been identified for rescission or delay under the DOT review. However, given the significant policy shifts and recent government shutdown, EDCTC will continue to monitor developments closely to mitigate any potential risks.

Reauthorization of the next federal surface transportation bill is due in fall 2026. EDCTC staff continues to advocate for a more rural-centric, formula-based funding distribution.

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

11/7/25	CALCOG Board Meeting
11/12/25	CARTA Technical Advisory Group Meeting
11/13/25	5 Mile Road Lane Discussion with Caltrans
11/13/25	Transportation Cooperative Committee Meeting
11/14/25	Wildlife Vehicle Collision Discussion – L. Morgan
11/14/25	SACOG Race Equity Inclusion Working Group Meeting
11/19/25	CARTA Board Meeting
11/19/25	Discussion with PCTPA and SACOG – M. Click and J. Corless
11/21/25	RCTF Meeting

11/24/25 EDCTC TAC Meeting
12/2/25 EDCTA – B. James
12/3/25 EDCTC Fiscal Audit Review – Chair Neau and Vice Chair Parlin
12/3/25 Interagency Equity Advisory Committee Meeting
12/3/25 Agenda Review with Supervisor Turnboo
12/4/25 EDC DOT Discussion – R. Martinez
12/4/25 SACOG Transportation Meeting
12/4/25 Traffic Data Collection Techniques Webinar
12/4/25 EDCTA Board Meeting