

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** NOVEMBER 6, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** EXECUTIVE DIRECTOR'S REPORT

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*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 provides 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 last year. Mapping for both roadway and active transportation projects has been completed. The consultant team is finalizing a project mapping platform to provide improved transportation and project support in an online environment.

The Draft Next Generation Transportation Investments Strategy is currently in development, anticipated to be released in early 2026. The completed Strategy will provide enhanced tools to pursue federal and state competitive grant funding and monitor and evaluate the use of transportation funding programmed by the EDCTC.

#### **Transportation Demand Management**

EDCTC supported Sierra and Schnell Schools in planning for Walk to School Day on October 1, 2025. Students from both schools walked in large groups starting from the Mosquito Road Park and Ride lot. More than 200 students participated along, with several school, police, and fire officials.

#### **Active Transportation**

EDCTC continues to monitor and collect bicycle and pedestrian trip 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 (ATP). Temporary counters will be installed in November 2025 to collect post-construction counts for the Missouri Flat Road Bicycle and Pedestrian Overcrossing.

EDCTC is closely tracking Cycle 8 of the statewide ATP competitive grant program administered by the California Transportation Commission (CTC). The CTC is holding workshops to develop guidelines and application processes for the next ATP funding round. Draft guidelines are expected to be presented to the CTC in January 2026, with a call for projects anticipated in March 2026 and applications for the statewide program due in June 2026. EDCTC will continue working with El Dorado County and the City of Placerville to develop a competitive application strategy.

#### **US 50 Wildlife Crossing Pilot Program**

In 2024, the Federal Highway Administration (FHWA) provided Wildlife Crossing Pilot Program (WCPP) discretionary grants to reduce wildlife-vehicle collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species.

EDCTC worked with local advocates and volunteers, Lisa Morgan, and staff from En2 Resources to prepare and submit a Wildlife Crossing Program Grant Application before the September 4 deadline. The application requested \$1.7 million in federal funding to identify priority locations for reducing WVCs along the US 50 Corridor from El Dorado Hills to the existing wildlife undercrossing west of Placerville.

Although the project was not selected for funding (awards announced in December 2024), the project team recently outlined a strategy to pursue State Wildlife Conservation Board (WCB) funding. A pre-application was submitted and approved. EDCTC is coordinating with partners in the Legislature, Caltrans, and the Shingle Springs Rancheria to gather support letters for the WCB grant application to be submitted in spring of 2026.

## **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. Once edits are finalized and all parties approve, EDCTC staff will submit the application by the November 21, 2025 deadline.

### Transportation Development Act (TDA) Citizen Participation Process

Pursuant to TDA §99238.5, EDCTC must ensure a citizen participation process that includes at least one public hearing within the jurisdiction represented by the Social Services Transportation Advisory Council (SSTAC). To comply, EDCTC will hold a public hearing at the December 4, 2025 EDCTC meeting to gather input from transit-dependent, disabled, senior, and other transit users in the County. The Public Hearing Notice was published in the Mountain Democrat on October 31, 2025.

### The Social Services Transportation Advisory Council (SSTAC) Recruitment Process

On December 4, 2025, EDCTC will consider new appointments to the SSTAC, which provides input and guidance on public transit operations and policies throughout the El Dorado Transit service area. Flyers promoting the recruitment were distributed to El Dorado Transit for placement on buses and other transit vehicles and at transit facilities.

For the month of September 2025, ridership for Demand Response, Local Fixed Routes, and Commuter Routes trended up. Fiscal year-to-date ridership was up 8.7% overall. Overall ridership increased by 12.2% compared to the previous year. Demand Response ridership increased 11.4%, Local Fixed Route ridership increased by 8.0%, and Commuter ridership increased by 22.4%. The Reverse Commuter ridership increased by over 100% compared to September 2024.

### **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 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 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.

## **SACOG**

### Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

EDCTC continues to work with SACOG, El 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 a comprehensive project list for the MTP and the EDCTC RTP. Staff participate in SACOG-led planning efforts, including the Mobility Zones Study, the US 50 Comprehensive Multimodal Corridor Plan (CMCP), and the Regional Trails Implementation Plan.

EDCTC staff regularly attend the Project Level Conformity Group meetings to discuss projects of Air Quality Concern. Staff also participated in the US 50 CMCP meeting on October 27, 2025, and the ATP Cycle 8 MPO Application Review.

### 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 preparing for the upcoming funding round.

### Regional Project Prioritization Program

EDCTC, in coordination with the Sacramento Transit Authority (STA), developed and completed an application for the "Harvest Corridors Improvement Partnership" project. This project is a coordinated effort to improve regional agricultural and agritourism routes in Sacramento and El Dorado Counties. The project will improve operations, maintenance, and safety investments along key farm-to-market and agritourism rural roadway corridors. The effort will include the Project Initiation Document (PID) and continue through to the Project Approval and Environmental Documentation (PA&ED) phase positioning this project to be "shovel ready" and secure funding to support design and construction funding through federal and state discretionary programs.

### 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**

### Strategic Highway Safety Plan

Caltrans is 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 2026. EDCTC, in collaboration with the Rural Counties Task Force, provided recommendations to ensure consideration of extreme wildfire risk is included in the plan.

### 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 existing 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 five El Dorado County projects, down from eight in the last quarter. The County has indicated they are working with Caltrans to submit and review the invoices for the five 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 two 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/](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 reconvened from summer recess on August 18, 2025. EDCTC continues to track relevant bills to support or inform state transportation policy

As a member of CalCOG, EDCTC has access to the online "Bill Tracker" platform, which highlights the pending legislation relevant to cities and counties across California.

Among the bills currently being tracked are three of particular interest to EDCTC:

#### **AB 382 (Berman D) Pedestrian safety: school zones: speed limits.**

9/22/2025-Enrolled and presented to the Governor

Current law establishes a prima facie speed limit of 25 miles per hour when approaching or passing a school building or grounds contiguous to a highway or when the school grounds are not separated from the highway, as specified. Current law authorizes a local authority, by ordinance or resolution, to reduce the prima facie speed limit based on an engineering and traffic survey, as specified. This bill would, notwithstanding the above provision and until January 1, 2031, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone. The bill would, beginning on January 1, 2031, establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states, "children are present" and children are present, as defined, and when a school speed limit sign states specific hours, as specified.

#### **AB 1014 (Rogers D) Traffic safety: speed limits.**

Status: 9/9/2025-Enrolled and presented to the Governor

Current law establishes various default speed limits for vehicles on highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Current law authorizes a local authority to additionally lower the speed limit in specified circumstances or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances.

#### **AB 706 (Aguiar-Curry D) Forest Organic Residue, Energy, and Safety Transformation and Wildfire Prevention Fund Act.**

Status: 6/18/2025-In committee: Set, first hearing. Hearing canceled at the request of author.

Under current law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. The California Renewables Portfolio Standard Program requires every electrical corporation to file with the PUC a standard tariff for electricity generated by an electric generation facility, as defined, that qualifies for the tariff, is owned and operated by a retail customer of the electrical corporation, and is located within the service territory of, and developed to sell electricity to, the electrical corporation. The PUC refers to this requirement as the renewable feed-in tariff. The renewable feed-in tariff law, in part, requires the PUC to direct the electrical corporations, collectively, to procure at least 250 megawatts of cumulative rated generating capacity from developers of bioenergy projects that commence operation on or after June 1, 2013. Pursuant to this requirement, the PUC has established and revised the Bioenergy Market Adjusting Tariff (BioMAT) program. On March 18, 2016, the PUC issued Resolution E-4770

to order investor-owned utilities to each hold a solicitation for contract with facilities that can use biofuel from high hazard zones to address an Emergency Proclamation using the Bioenergy Renewable Auction Mechanism (BioRAM) program. This bill would establish the fire fuel reduction program to support sufficient procurement, transport, and beneficial use of forest biomass waste to reduce fuel for wildfires by up to 15,000,000 bone-dry tons of forest biomass waste per year. The bill would establish the FOREST and Wildfire Prevention Fund in the State Treasury and would continuously appropriate the fund to the Natural Resources Agency for this program, as specified.

### **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 which 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 eliminations 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.

#### **Key Federal Policy Shift and Shutdown Takeaways**

- Planning, operations, streets, and highway funding remain stable.
- Funding opportunities may become available to support road expansion and maintenance.
- Active Transportation Program (ATP) and transit construction/implementation are at risk if funds are not yet obligated.
- Transit reimbursements and federal approvals are primary pressure points.
- Shutdown duration impacts local agencies: short-term is manageable; long-term could stress cash flow.
- EDCTC staff will monitor, and report impacts and opportunities in real time.

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. Attached to this report is the most recent correspondence related to this effort. Additional correspondence and collaboration between EDCTC staff, EDCTC leadership, and the Office of Transportation Secretary Sean Duffy over the next six months.

**EVENTS AND MEETINGS ATTENDED** *(since the last Commission meeting on October 2, 2025)*

10/6/25	SACOG Policy and Innovation Meeting
10/7/25	CDAC Executive Director's meeting
10/7/25	CARTA Technical Advisory Group Meeting
10/8/25	SACOG Project Level Conformity Group Meeting
10/10/25	Farm to Market Discussion with STA – K. Bewsey
10/15/25	CARTA Board Meeting
10/15/25	RTPA Meeting
10/15/25	Legal Counsel Discussion re: FPPC 700 Filing Updates
10/16-17/25	CTC Meeting
10/20/25	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
10/20/25	Farm to Market Check-in with STA – K. Bewsey
10/21/25	Complete Streets Project Selection Discussion with EDC DOT
10/22/25	Harvest Season Discussion with Supervisor Veerkamp
10/27/25	Sustainable Transportation Planning Grant Application Coordination with EDCTA
10/27/25	Technical Advisory Committee
10/28/25	EDC Board of Supervisors Meeting
11/4/25	Wildlife Vehicle Collisions on US 50 RFP Discussion
11/4/25	Statewide RTPA OWP Meeting - Caltrans
11/4/25	CSIS CAPTI Alignment Metrics Discussion – RTPA Workshop
11/5/25	Agenda Review with Commissioner Ferrero
11/5/25	City of Placerville Project Check-in
11/5/25	Agenda Review with Commissioner Turnboo
11/5/25	Agenda Review with Chair Neau
11/6/25	SACOG Transportation Meeting
11/6/25	EDCTA Meeting