

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** MARCH 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**

#### **Regional Transportation Plan 2025-2045**

EDCTC staff continued work on the Policy and Action Elements of the Regional Transportation Plan (RTP). Staff have finalized the streets, highways and roadways, active transportation and transit transportation project lists in coordination with El Dorado County, El Dorado Transit, the City of Placerville, and SACOG staff. With the draft project list now finalized, EDCTC staff has transmitted it to the Environmental Consultant to begin 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 also launched a comprehensive informational video for the RTP, and the Draft Policy Element is being presented to the Commission at the March 2025 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), to 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 more input from the public 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 working with the consultant team on project prioritization, performance measurement, and an origin-destination and vehicle miles traveled analysis for the western slope.

#### **State Active Transportation Program (ATP)**

EDCTC supported El Dorado County DOT with the preparation of two applications for ATP Cycle 7 funding in 2024: one for the Ponderosa Road Bicycle and Pedestrian Improvements project and one for the Henningson Park/Lotus Road Bike Path. Neither of the projects were awarded funding, as the statewide ATP funding level was reduced considerably in 2024, resulting in fewer projects being awarded across the state.

EDCTC also recently supported El Dorado County DOT with a SACOG regional ATP application for the Ponderosa Road Bicycle and Pedestrian Improvements project, but this application was not successful. Only \$4.7 million was available for projects in the entire SACOG six-county region.

## **PARTNER AGENCY COORDINATION**

### **EI Dorado Transit Authority**

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

For January 2025, ridership for Local Fixed Routes and Commuter Routes showed an upward trend, while Demand Response experienced a slight decline. Fiscal year-to-date ridership increased by 26.0% overall.

For January 2025, overall ridership increased by 28.3% compared to the previous year. Demand Response ridership decreased by 6.0%, Local Fixed Route ridership increased by 28.8%, and Commuter ridership increased by 60.0%. This marks the seventh consecutive month that 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 \$3,750,000 award will support the completion of the Environmental Approvals, Engineering Design and Right-of-Way to install the necessary infrastructure for operating Trip to Green on an as-needed basis. The City's request for the allocation of \$800,000 in funding for the PA/ED phase was approved by the CTC at their August 2024 meeting. In January 2025, the City of Placerville awarded a contract for consulting services for Environmental Documentation, Preliminary Engineering and Right-of-Way to Wood Rodgers. EDCTC and the City of Placerville held a kickoff meeting with the consultant team in February 2025.

EDCTC is also coordinating with the City of Placerville on multiple projects, including:

1. Cedar Ravine/Clay Street Bridge and Intersection Project – Addressing concerns related to the Highway Bridge Program (HBP) and the Clay Street Bridge.
2. Placerville Drive Bicycle and Pedestrian Improvements – Supporting the City's CTC extension request for construction funding beginning in March 2025.
3. Placerville Drive Connectivity – Assisting with engineering design and outreach for construction scheduled for August 2025.
4. Canal Street Bicycle and Pedestrian Improvements – Providing engineering design support, project phasing, and funding coordination with SACOG ensuring the project phasing is reflected accurately in the MTIP.
5. Trip to Green – Ongoing involvement in funding administration and future project development team meetings anticipated to take place this year.
6. WPI Phase 2.3 – EDCTC will be supporting the City's STIP funding allocation request for FY 2025/26.

## **SACOG**

### Metropolitan Transportation Plan/Sustainable Communities Strategy

EDCTC is collaborating with SACOG, El Dorado County, and the City of Placerville on the 2025 update of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). EDCTC has worked with SACOG, the City of Placerville, and El Dorado County DOT to update projects in the Metropolitan Transportation Improvement Program (MTIP) and compile a comprehensive project list for the MTP and the EDCTC Regional Transportation Plan (RTP). Additionally, EDCTC is actively participating in SACOG's planning processes for the Mobility Zones Study, the US 50 Comprehensive Multimodal Corridor Plan, and the Regional Trails Implementation Plan.

### Transportation Demand Management

EDCTC staff has been participating in SACOG coordination meetings for the rollout of the NorCal Go online system for trip planning and multi-modal travel options. The platform provides support for carpooling, transit, walking, and bicycling. EDCTC contributed through social media posts and outreach efforts for its launch.

## **CALTRANS**

### Strategic Highway Safety Plan

Caltrans is updating the 2020-2024 California Strategic Highway Safety Plan (SHSP), incorporating data and regional input to develop strategies to reduce 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 input to ensure the plan accounts for extreme wildfire risk, 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 delivery of transportation projects funded through Commission approval, ensuring compliance with funding requirements from various state and federal sources 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 projects programmed by EDCTC 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. CAPTI 2.0 adds 14 new actions to the previous 34, all intended to reduce 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). CSIS serves as the implementing policy document to support CAPTI directives. CSIS prioritizes targeted transportation investments that are aligned with the CAPTI. CSIS will be used by Caltrans to determine how investments are made in 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.

### **California State Budget 2025-2026**

In January 2025, Governor Gavin Newsom proposed the 2025-26 state budget, totaling \$322 billion, emphasizing investments in housing, transportation, healthcare, mental health, and clean energy.

### Transportation Investments

The budget prioritizes transportation infrastructure aimed at combating climate change, including funding for public transit, active transportation, high-speed rail, and greenhouse gas reduction initiatives.

### Housing and Transportation Integration

The budget allocates additional funds to streamline housing production near public transit, potentially benefiting areas near the El Dorado/Sacramento County line by reducing congestion and promoting sustainable growth.

### Climate and Environmental Initiatives

Significant investments are directed toward clean energy and climate programs, such as electric vehicle infrastructure expansion and zero-emission public transit. These initiatives could provide opportunities for El Dorado County to secure state funding for sustainable transportation projects.

### Fiscal Outlook

The budget projects \$17 billion in reserves by the end of 2025-26, ensuring fiscal stability without cuts to core programs. The May revised budget will offer a clearer picture of available revenues.

### Implications for EDCTC

While the budget does not specify direct allocations for EDCTC, it emphasizes integrating housing and transportation while supporting climate initiatives. Engaging with state agencies to align county transportation plans with these priorities could improve funding prospects.

### **Current California 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 267: Macedo (R) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention***

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation sources of those emissions the use of market-based compliance mechanisms. Existing law requires all revenue, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.

***AB 377: Tangipa (R) High-Speed Rail Authority: business plan: Merced to Bakersfield segment***

The California High-Speed Rail Act requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature a business plan and project update report, approved by the Secretary of Transportation, biannually. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.

***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 902: Schultz (D) Transportation planning and programming: barriers to wildlife movement***

Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. This bill would require the regional transportation plan or sustainable communities strategy, upon the adoption or next revision on or after January 1, 2028, to consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity. The bill would also require metropolitan planning organizations and regional transportation agencies, in implementing those requirements, to, among other things, incorporate appropriate standards, policies, and feasible implementation programs, consult with certain entities, and consider relevant best available science as appropriate.

**FEDERAL TRANSPORTATION LEGISLATION AND FUNDING****Trump Administration Transportation Policy Changes**

Under the leadership of newly appointed Transportation Secretary Sean Duffy, the Trump administration is implementing significant shifts in federal transportation policy, emphasizing deregulation and economic growth.

**Appointment of Transportation Secretary Sean Duffy**

Sean Duffy, a former Wisconsin congressman, was confirmed as the U.S. Transportation Secretary in January 2025. His priorities include enhancing aviation safety, reducing regulatory burdens, and supporting self-driving vehicle development.

**Policy Shifts and Deregulation Efforts**

Secretary Duffy has rescinded diversity, equity, and inclusion (DEI) policies within the Department of Transportation (USDOT) and redirected grant and funding priorities toward economic development.

Additionally, he has directed the National Highway Traffic Safety Administration (NHTSA) to revise fuel economy standards to lower required annual efficiency improvements.

#### Changes to the Infrastructure Investment and Jobs Act (IIJA)

The administration is expected to reassess the IIJA, reducing regulations to accelerate federal infrastructure projects. This includes reversing certain environmental provisions to streamline project delivery.

#### Surface Transportation Bill Reauthorization

The reauthorization of the Surface Transportation Bill is a top priority. Discussions are focusing on funding allocations, regulatory reforms, and policy shifts that favor economic growth. The administration has also frozen new federal regulations and halted funding for electric vehicle charging stations, signaling a clear shift in priorities.

#### Implications for EDCTC

Many of the administration's priorities align with infrastructure needs within EDCTC's jurisdiction. EDCTC anticipates a robust federal advocacy effort in early 2025 to influence the next reauthorization of the Surface Transportation Bill. A draft advocacy platform is included as an attachment to this report, and this advocacy platform is consistent with adopted EDCTC Goals and Objectives.

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

2/7/25	Cap-to-Cap Steering Committee Meeting
2/7/25	Coordination with EDC DOT – R. Martinez
2/10/25	Clay Street Bridge Project Discussion with the City of Placerville and Caltrans
2/10/25	SACOG Policy and Innovation Meeting
2/11/25	Next Gen Project Update
2/12/25	Harvest Season Traffic Lessons Learned Discussion
2/12/25	CARTA TAC Meeting
2/14/25	2025 Blueprint Local Tour Discussion with SACOG
2/18/25	Regional Transit Coordination Meeting
2/18/25	CARTA Policy Workshop
2/20/25	EDCTC and Caltrans Monthly Coordination Meeting
2/20/25	SACOG Board Meeting
2/21/25	CARTA Board Meeting
2/24/25	Coordination with EDC DOT – R. Martinez
2/26/25	EDCTC TAC Meeting
2/26/25	Carbon Reduction Program Training
2/27/25	SACOG RPP Meeting
2/28/25	CARTA TAC Meeting
2/28/25	CTC Road Charge TAC Meeting
3/3/25	Mobility Zones Agency Meeting with SACOG
3/4/25	Transit 5307 Grant Programming Discussion
3/4/25	VMT Discussion
3/4/25	Agenda Review with Chair Neau
3/4/25	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
3/5/25	Cap-to-Cap Transportation Team Meeting
3/5/25	Agenda Review with Supervisor Ferrero
3/5/25	EI Dorado Trail SPTC Corridor Discussion
3/5/25	CALCOG Board Spring Business Meeting
3/5/25	Agenda Review with Supervisor Turnboo
3/6/25	SACOG Transportation Meeting
3/6/25	EDCTA Board Meeting

# 2025 Advocacy

## El Dorado County Transportation Commission (EDCTC)

### Strategies to Inform Federal Transportation Bill Reauthorization (2026)

#### Introduction:

The El Dorado County Transportation Commission (EDCTC) advocates for critical transportation policies that support the unique needs of El Dorado County and the City of Placerville. As the federal transportation bill reauthorization approaches in 2026, we urge the Trump Administration and other stakeholders to prioritize funding and policy that address the challenges and opportunities of rural communities in California, particularly in El Dorado County. Our primary focus is on improving, maximizing, and maintaining existing infrastructure; supporting evacuation preparedness; and fostering long-term transportation solutions that enhance safety and economic prosperity of rural residents. As California transportation policy continues to redirect investments away from traditional transportation needs, it is more important than ever to work in partnership with the Trump administration to ensure the transportation system supports the health and well-being of rural Californians for decades to come, leaving a legacy of prosperity through effective and efficient investments.

#### Key Objectives:

- 1. Investment in Traditional Rural Transportation Infrastructure:**  
El Dorado County, like many rural areas across America, faces significant transportation and funding challenges, from aging roads and bridges to limited public transportation options. The 2026 reauthorization bill should help rural communities overcome these critical issues by directly allocating federal transportation funds to improve rural infrastructure, with a focus on safety, maintenance, reliability, evacuation routes, and economic vitality. Poor and failing road conditions are the leading concern of constituents across the region, and likely across all rural America. Redirecting climate based transportation investments, such as the PROTECT program, toward improving rural road conditions and safety across El Dorado County would be transformative for local residents, the economy, and prosperity of the region.
- 2. Evacuation Preparedness and Emergency Response:**  
El Dorado County is situated in a region facing extreme wildfire risk and experiences severe wildfire events every year. Declining timber harvest and forest management practices have left millions of acres of land and billions of assets vulnerable to extreme fires. Moreover, being part of the rapidly growing Sacramento region, the County's evacuation infrastructure must be robust. Thus, the reauthorization bill must prioritize direct funding for local jurisdictions to enhance evacuation routes and, where necessary, add roadway capacity to provide critical life-saving infrastructure and support emergency response during catastrophic events.
- 3. Promote the Use of Innovative Technologies:**  
The future of transportation in rural areas is increasingly tied to technology. Rural

communities such as El Dorado County and the City of Placerville must maximize the capacity of their existing transportation system given limited resources and current climate-focused policy pressures. We urge Secretary Duffy and the Trump administration to support initiatives that enable advanced technologies—such as intelligent transportation systems (ITS) and smart infrastructure—that can improve mobility, optimize goods movement, reduce congestion, and ensure public safety in rural regions.

### **Advocacy & Policy Directives:**

#### **1. Establish a Direct Rural/Local Jurisdiction Transportation Funding Allocation:**

- **Policy Directive:** Advocate for a dedicated, direct funding stream for rural counties and cities to ensure that rural communities like El Dorado County and the City of Placerville receive a proportional share of federal transportation funding commensurate with the resources needed for maintaining, operating, and improving their rural transportation networks, thereby promoting economic prosperity.
- **Action Item:** Encourage Secretary Duffy and the Trump Administration to direct the Federal Highway Administration (FHWA) to review and revise funding allocation policies to provide a direct and equitable formulaic allocation to rural counties and cities with a population under 250,000. Consider additional metrics, such as aging or other at-risk populations, remote geographies, wildfire risk, miles of maintained roadway, and economic drivers (e.g., tourism and recreation impacts) to better reflect transportation needs in rural areas.
- **Advocacy Strategy:** Engage with federal lawmakers from rural districts, and districts with high levels of second-home ownership to co-sponsor legislation that increases rural transportation funding, allocated directly to Counties, Cities, and/or rural transportation agencies emphasizing the unique challenges of rural infrastructure.

#### **2. Enhance Emergency Evacuation Routes and Preparedness:**

- **Policy Directive:** Advocate for a new federal funding program specifically designed to create, improve, and expand evacuation routes in rural communities. This program should focus on upgrading roads, bridges, telecommunications, and other critical infrastructure to ensure safe and efficient evacuations during emergencies.
- **Action Item:** Propose amendments to the reauthorization bill allowing rural cities, counties, and regional transportation agencies to directly apply for additional funding to upgrade and maintain evacuation routes and to improve coordination between transportation agencies and emergency response teams.
- **Advocacy Strategy:** Organize meetings and forums with the Federal Highway Administration and other relevant agencies to discuss the unique evacuation challenges in rural communities and the necessity for targeted funding.



### 3. Promote Transportation Resilience through Innovation and Technology:

- **Policy Directive:** Advocate for increased funding to integrate smart technologies into rural transportation infrastructure, such as traffic management systems, weather sensors, and real-time traffic data, to facilitate timely evacuations and improve emergency response.
- **Action Item:** Request direct or discretionary program funding for rural regions to implement and pilot advanced technologies, emphasizing wildfire and threat detection systems, real-time communication tools, and automated traffic management for evacuations.
- **Advocacy Strategy:** Engage with private sector technology companies, federal agencies, and representatives from other rural regions to demonstrate the value of integrating smart technologies into rural transportation systems.

### Key Policy Proposals for the 2026 Federal Transportation Reauthorization:

1. **Dedicated Rural Transportation Investment Fund:**  
A new, direct, and sustainable federal funding mechanism targeting rural transportation projects, prioritizing road repair and maintenance, bridges, and emergency evacuation infrastructure.
2. **Evacuation and Emergency Infrastructure Improvement Program:**  
A program designed to fund projects that improve and maintain safe, reliable evacuation routes and emergency transportation corridors in rural communities.
3. **Rural Mobility Grants:**  
Federal grants to support the creation and expansion of mobility services in rural areas, ensuring accessible transportation for those in need, especially seniors and other mobility-challenged, while also enhancing evacuation capabilities.
4. **Technology for Resilient Rural Infrastructure:**  
Increased investment in technologies to modernize rural transportation systems, improve real-time communication, and ensure that roads and bridges are resilient to natural disasters like wildfires and flooding.

### Implementation Plan:

1. **Ongoing Advocacy and Engagement:**
  - **Action Item:** Maintain regular communication with California's federal representatives to ensure that rural transportation needs remain a priority.
  - **Strategy:** Engage with stakeholders from local governments, emergency services, transportation authorities, and community members to build and sustain support for these federal initiatives.

## 2. Public Awareness Campaign:

- **Action Item:** Educate and inform community members, first responders, advocacy groups, and local businesses on the importance of investing in rural transportation needs to demonstrate widespread support.
- **Strategy:** Leverage digital media, town hall meetings, and direct communication with federal policymakers to raise awareness about the urgency of addressing rural transportation needs, especially regarding evacuation preparedness, safety, and maintenance.

### **Conclusion:**

The EDCTC stands ready to work with the Trump Administration, California representatives, and other stakeholders to ensure that rural communities, particularly El Dorado County and the City of Placerville, receive the transportation funding and support they need in the 2026 federal reauthorization bill. By focusing on road maintenance, infrastructure improvements, evacuation preparedness, mobility access, and technological innovation, we can create a safer, more efficient, and more resilient transportation system for rural California.