

EXECUTIVE DIRECTOR'S REPORT

DATE: MAY 7, 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

State Active Transportation Program

EDCTC is supporting El Dorado County DOT with the preparation of four ATP Cycle 8 applications. The Call for Projects opened March 19, and applications are due for the statewide program in June 2026. The City of Placerville will not be submitting any new applications for Cycle 8 ATP given the current workload and staffing.

SACOG Regional Funding Round

SACOG has finalized federal funding program guidelines for the Congestion Mitigation and Air Quality and Surface Transportation Block Grant programs and will be administering the funds through three competitive programs across the six-county region. These three programs are; The System Preservation Program, The Next Generation Solutions and Clean Air Program, and the System Performance Program. The System Preservation Program Call for Projects opened on March 19, 2026, with applications due on May 8. EDCTC is working with El Dorado County DOT on three System Preservation applications for funding. The City of Placerville is not applying for funding in this round. The two additional program funding cycles are anticipated to open in June 2026. EDCTC staff will support partner agencies in preparation of funding applications and have already started coordination with the County and City to identify appropriate projects.

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. Environmental work is ongoing, and the consultant has delivered conceptual roadway General Arrangement Drawings, which are nearly final. Biological, water quality and cultural reports, as well as community and visual impact assessments, are also in progress as part of the environmental process. EDCTC staff worked with the City of Placerville to prepare an extension request for the allocation next phase of funding, PS&E, the extension request will be considered at the June CTC meeting.

Regional Transportation Plan 2025-2045

With the recent adoption of the Regional Transportation Plan, EDCTC continues to work on funding strategies for projects included in the short-term action element. EDCTC is continually monitoring available funding opportunities for various projects in all transportation modes.

PARTNER AGENCY COORDINATION

El Dorado Transit Authority

EDCTC staff supported EDCTA on the review of projects with existing formula funding and on reporting for TIRCP and ZETCP formula funding. Additionally, as required by SB 125, staff have

begun work on a Long-Term Financial Plan so that it might be submitted by the required June 30 deadline. This effort comprises 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.

El Dorado Transit Ridership Report

For the month of March 2026, ridership for Demand Response, Local Routes, and Commuter Routes trended up. Fiscal year-to-date ridership was up 5.8% overall. The March 2026 Ridership Report compares systemwide monthly passenger trips to the same period in the previous fiscal year. Overall ridership was up 14.6%, compared to the previous year. Demand Response ridership increased by 25.4%, Local Fixed Route ridership increased by 7.6%, and Commuter ridership increased by 22.7%.

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 activity, provides comment letters and attends County planning TAC meetings when warranted. EDCTC regularly works with El Dorado County staff to amend the SACOG MTIP for El Dorado County DOT projects. Amendments required by SACOG were recently completed by EDCTC staff, as well as an amendment to the Ponderosa Interchange project in response to comments made by FHWA. EDCTC 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 project experienced delays during project development related to environmental and right-of-way. The extension request will be considered at the June 2026 CTC meeting.

SACOG

EDCTC is participating in the following ongoing SACOG planning processes; Mobility Zones Study, 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 Map. EDCTC is also coordinating with Caltrans on a project set to take place in the Camino area in the coming months. The project will include an acceleration lane at 5 Mile Road and replacement of some sections of non-standard median barriers. EDCTC is coordinating closely with Caltrans to minimize disruptions to US 50 travelers.

City of Placerville

EDCTC is coordinating with the City of Placerville on the following projects:

1. Cedar Ravine/Clay Street Bridge and Intersection Project – EDCTC staff is supporting the city with funding concerns 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. 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 Rd. Sidewalks Project as a first phase of construction in the near term.
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 is supporting the city with an allocation request submitted for STIP funding at the June CTC meeting.

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. EDCTC is also coordinating with Caltrans on a project set to take place in the Camino area in early summer 2026. The project will include an acceleration lane at 5 Mile Road and replacement of some sections of non-standard center median barriers. EDCTC is coordinating closely with Caltrans to minimize disruptions to US 50 travelers.

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. Construction will begin in early summer 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 fifteen El Dorado County projects and one City of Placerville project. The County has indicated they are aware of these and are working with Caltrans to submit and review the invoices as is the City of Placerville. The Caltrans inactive project list can be viewed here: <https://dot.ca.gov/programs/local-assistance/about-local-assistance/project-management-oversight/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.

California State Budget 2026/2027

Governor Newsom released his proposed 2026/2027 state budget on January 9 totaling \$348.9 billion. Total transportation funding is estimated at \$17.6 billion down from \$20.4 billion in 2025/2026. State operations funding is roughly flat at around \$11.2 billion.

Based on the January proposal, recent Legislative Analyst's Office warnings, and the recent May revisions, the 2026/2027 May Revise budget will likely show that while new AI-tech and high earner tax revenue has softened the impact, California continues to spend beyond its revenue means. By May 14, we will have the revise which will reflect the final April tax receipts, capital gains estimates, and clearer Medi-Cal caseload numbers all of which significantly impact the final adopted budget. It is likely based on all of the information at hand that we will see significant out-year deficits from what was estimated in January, potentially exceeding \$20 billion in the four-year budget window. The key indicators to track will include:

- updated General Fund revenue estimates,
- reserve drawdowns,
- Medi-Cal growth assumptions,
- Cap-and-Invest(trade) revenue projections,
- transportation cash deferrals, and
- proposed additional borrowing.

What this means for EDCTC and partner agencies is that we may see a delay or slowing of competitive grant cycles and/or allocations on currently programmed projects. We will certainly not see any augmentation to existing programs that benefit streets and roads or are viewed as discretionary. Programs that are likely to remain most stable include the SB 1 maintenance funds, State Highway Operations and Protection Program, State Transportation Improvement Program, formula transit funds and federally matched programs.

California Transportation Legislation

The California Legislature's 2026 session convened on January 5, 2026, as the second year of the 2025-2026 biennial legislative session. The legislature reconvened from the spring recess on April 6 with April 24 being the final day for policy committees to hear and report to fiscal committees the fiscal bills introduced in their house. May 8 is the last day policy committees meet prior to June 1. There are several bills currently in various committees of the legislature that involve transportation. A few key bills being tracked currently include the following:

AB 1421 (Wilson D): Vehicles: Road User Charge Technical Advisory Committee

This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.

AB 2059 (Wilson D) California Environmental Quality Act: Transportation Impacts: VMT

CEQA requires vehicle miles traveled when measuring transportation project impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.

AB 2560 (Schultz D) Climate Action Plan for Transportation Infrastructure

This bill attempts to codify the Governors Climate Action Plan for Transportation Infrastructure (CAPTI), the 2019 executive order to focus transportation investment on combating climate change. The bill would be enacted by incorporating CAPTI language and performance measures into the statute of the transportation funding programs under SB 1. This bill would require a typical fix it first type of project under the SB 1 programs to apply, where feasible, CAPTI focused elements.

SB 1087 (Cabaldon D) Transportation planning: sustainable communities strategies: transportation funding programs.

This bill would address SB 375 and modernize the requirements of Sustainable Communities Strategies (SCS) planning and SB 1 sustainable communities grant programs. This effort, co-sponsored by the four largest MPOs including SACOG, would extend the SCS cycle from 4 to 8 years.

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING**2026 Sacramento Metro Chamber Cap-to-Cap Recap**

From March 18 through the 22, I attended the 54th annual Capitol-to-Capitol advocacy delegation in Washington DC aiming to secure federal funding and advance regional projects. As one of the senior

leads on the transportation team I attended several meetings over three days with congressional, committee, and agency staff. This was a key year to be involved in discussions with committee staff given the current surface transportation bill expires in September 2026 and language is being drafted now that will become the next federal bill. Some of the key meetings attended included:

- Senate Committee on Environment and Public Works (Majority) – Caryn Moore Lund
- Senate Committee on Commerce, Science, and Transportation (Majority) – Jeremy Browner
- House Committee on Transportation and Infrastructure (Majority) – Jimmy Ballard
- Congresswomen Dina Titus and Doris Masui and Congressman Ami Bera
- Senate Committee on Banking, Housing and Urban Affairs (Minority) – Homer Carlisle

Meetings focused on supporting a new federal transportation bill that supports a number of key elements are outlined below.

Prioritize Federal Funding Stability

- Prioritize federal funding for existing federal highway and transit programs.
- Maintain and increase transit-specific funding for programs like Capital Investment Grants, and increase formula operating funding assistance.
- Support user pay models that are derived from system use, generate recurring revenue, dedicated to highway and public transit improvements, and capable of supporting sufficient investment to meet mobility needs.

Streamline Project Delivery

- Modernize the NEPA process, rules and definition of “major federal action” to better align federal resource agencies’ review and permitting actions that improve transportation and environmental outcomes while reducing delays.
- Fully implement the One Federal Decision to speed up the review timeline

Expand Investment and Innovation

- Reduce the number of discretionary grants and return to a higher ratio of formula funds to discretionary funds. Additionally, consolidate formula programs with similar policy objectives to allow state and local governments to optimize delivery.
- Expand financing options, such as protecting state and local revenue authority, and enhancing the TIFIA program.
- Fix discretionary grant inefficiencies by streamlining application and agreement processes for discretionary grants, minimize or eliminate new requirements beyond what is in current law, minimize annual changes to grant criteria, and give priority to project readiness.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting on April 2, 2026)*

4/7/26	EDC BOS Meeting
4/9/26	Joint CTC/CARB/HCD Meeting
4/10/26	LCTOP Discussion with EDCTA
4/10/26	CALCOG Board Meeting
4/13/26	CARTA TAG Meeting
4/13/26	EI Dorado Trail Funding Discussion with Supervisor Ferrero
4/13/26	SR 49 Cool Realignment Status Meeting
4/15/26	EDCTC/City of Placerville Project Coordination Meeting
4/15/26	WVC Project Team Meeting
4/15/26	CALCOG CDAC Policy Update
4/15/26	EDC DOT/SACOG System Preservation Meeting with M. Smeltzer
4/16/26	EDC DOT Discussion with R. Martinez
4/16/26	SACOG Board Meeting
4/16/26	WPI Phase 2.3 Discussion with the City of Placerville and Caltrans
4/16/26	Cap-to-Cap Transportation Team Meeting
4/17/26	Ponderosa Interchange STIP Project Discussion with EDC DOT
4/18-22/26	Cap-to-Cap
4/24/26	SB125 Discussion with EDCTA
4/27/26	US 50 WVC Application Discussion
4/27/26	Partner Coordination Meeting
4/28/26	EDCTC/SACOG Coordination Meeting
4/29/26	CARTA Board Meeting
4/30/26	EDC DOT Discussion – R. Martinez
4/30/26	STBG Exchange Funding Discussion with EDC DOT and the City of Placerville
5/5/26	Agenda Review with Supervisor Ferrero
5/5/26	CARTA TAG Meeting
5/6/26	Agenda Review with Chair Parlin
5/6/26	FY 2026/27 Final Budget Review with Chair Parlin and Vice Chair Clerici
5/6/26	Agenda Review with Supervisor Turnboo
5/6/26	SACOG/PCTPA/EDCTC Monthly Coordination Meeting
5/7/26	SACOG Transportation Meeting
5/7/26	EDCTA Board Meeting