

## EXECUTIVE DIRECTOR'S REPORT

**DATE:** JUNE 4, 2026  
**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**

#### SACOG Regional Funding Round

SACOG has released program guidelines and announced calls for projects for three programs: 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 March 19, 2026, and applications were due May 8, 2026. EDCTC supported El Dorado County Department of Transportation (DOT) with the preparation of two System Preservation applications for projects on Missouri Flat Road and Latrobe Road. EDCTC staff will continue to support partner agencies in the preparation of funding applications.

#### State Active Transportation Program

EDCTC is supporting El Dorado County DOT with the preparation of four Active Transportation Program (ATP) Cycle 8 applications. The call for projects opened March 19, and applications are due for the statewide program June 22, 2026.

#### 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 started regularly scheduled Project Development Team (PDT) meetings. 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 of the next phase of funding, Plans, Specification, and Estimate (PS&E), the extension request will be considered at the June 25-26 California Transportation Commission (CTC) meeting.

### **PARTNER AGENCY COORDINATION**

#### **EI Dorado Transit Authority**

##### SB 125 TIRCP and ZETCP Formula Funding

Staff coordinated with EDCTA on review of projects with existing formula funding and on reporting for the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP) formula funding.

Staff are also working with EDCTA on Low Carbon Transit Operations Program (LCTOP) and 5311 allocations as well as State of Good Repair (SGR) to provide the information required to move those items forward by deadlines.

### Sustainable Transportation Planning Grant

EDCTC was awarded \$132,750 in Sustainable Transportation Planning Grant funding on Friday, May 29, 2026 for the 2026/27 Short- and Long-Range Transit Plan Update, bringing the total project cost to \$177,000. This update builds on the 2019 Short-and Long-Range Transit Plan, the 2024 Short-Range Transit Plan – Service Development Update, and completed Zero-Emission Bus Transition plan to address critical needs: post-pandemic ridership recovery, zero-emission fleet implementation, service gaps for an aging population (27.8% over age 65), and equity challenges in rural foothill communities. Deliverables will include an adopted 2026/27 Short- and Long-Range Transit Plan document with prioritized improvements, financial plans, and implementation strategies.

### EI Dorado Transit Ridership Report

For the month of April 2026, ridership for Demand Response and Commuter Routes trended up and Local Fixed Routes stayed flat. Fiscal year-to-date ridership was up 5.7% overall. The April 2026 Ridership Report compares systemwide monthly passenger trips to the same period in the previous fiscal year. Overall ridership was up 5.6%, compared to the previous year. Demand Response ridership increased by 18.1%, Local Fixed Route ridership stayed flat, increasing 0.5%, and Commuter ridership increased by 9.2%.

### **EI Dorado County**

EDCTC monitors County project allocation requests, bid awards, and planning and project development activities for EDCTC related projects. EDCTC staff also monitors land use development activities, provides comment letters and attends County planning Technical Advisory Committee (TAC) meetings when warranted. EDCTC regularly works with EI Dorado County staff to amend the SACOG MTIP for EI 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 Federal Highway Administration (FHWA). EDCTC supported EI Dorado County DOT with the submission of an extension request to the CTC for the allocation of construction funds for the EI 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 25-26 CTC meeting.

### **SACOG**

EDCTC is 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 attend the Regional Planning Partnership and Project Level Conformity Group meetings to discuss projects of air quality concern.

EDCTC is currently serving on the SACOG System Preservation funding round review panel reviewing applications. This will include all projects across the six counties excluding those in EI Dorado County.

### **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 Highway Bridge Program (HBP) and the Clay Street Bridge.
2. Placerville Drive Bicycle and Pedestrian Improvements – EDCTC continues to assist with project development team meetings and coordination with Caltrans on the related Placerville Drive Hangtown Creek Bridge project. The City anticipates submitting an allocation request for construction funding in June for the August CTC meeting.
3. Canal Street Bicycle and Pedestrian Improvements – EDCTC remains involved in the ongoing engineering design for the project and continues to support the City with project phasing and future funding needs. EDCTC and the City are coordinating to advance the Combella Road Sidewalks Project as a first phase of construction in the near term and anticipating an

application of funding for Canal Street in the SACOG System Performance Program this summer.

4. Trip to Green – EDCTC remains involved in the project to support administration of existing funding, determining future funding options, and attending project development team meetings.
5. WPI Phase 2.3 – EDCTC is supporting the City with submittal of an allocation request for STIP funding for the PA/ED Phase of the project which is anticipated for approval at the June 25-26 CTC meeting.
6. EDCTC staff assisted the City of Placerville in the submittal of an extension request to the CTC for the allocation of Local Transportation Climate Adaptation Program (LTCAP) funding for the PS&E phase for the US 50 Trip to Green project. The project was delayed due to the requirement of a Project Initiation Document prior to starting the PA/ED phase. The extension request will be considered at the June 25-26 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 Five 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 is underway with a k-rail barrier in place along the project limits.

### Harvest Season Traffic Management

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

## **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 fourteen El Dorado County projects. The City of Placerville does not have any projects on the inactive list. 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**

The Governor's 2026/27 May Revision, released on May 14, does not propose major direct reductions to core state transportation funding programs relied upon by the EDCTC. The Revision presents a stronger near-term fiscal picture than earlier budget projections, but the State remains cautious due to federal policy uncertainty, health care cost pressures, and volatility in income tax revenues. The Revision continues to rely on dedicated transportation revenues, including SB 1, the State Highway Account, SHOPP, STIP, and local streets and roads funding, while adding targeted investments in Caltrans operations, Clean California, artificial intelligence for roadway safety, and state highway right-of-way encampment coordination.

For EDCTC, the primary takeaway is stability in baseline transportation funding, but continued uncertainty around state discretionary funding, transit capital commitments, federal policy alignment, and future special fund pressures.

### **Key Transportation Budget Items**

The May Revision identifies continued delivery of approximately \$18 billion in SHOPP projects over five years and approximately \$2.5 billion through the STIP with Caltrans and local partners.

The Revision proposes \$40 million in one-time General Fund for Clean California, \$16.4 million from the State Highway Account for roadway safety and mobility tools, and \$6.2 million annually for two years to support Caltrans homeless encampment liaison work on state highway right-of-way.

The Revision preserves the basic structure of local streets and roads funding, including HUTA and RMRA/SB 1 revenues. This is positive for El Dorado County and the City of Placerville because these funds support road maintenance, rehabilitation, and local project delivery.

The Revision does not appear to create a new major ongoing transit operating solution. For EDCTC, this means continued importance of existing transit funding streams, including LTF, STA, federal transit funding, and prior state commitments.

EDCTC will leverage the May Revision to reinforce the following advocacy priorities:

1. Protect SB 1, STIP, SHOPP, LTF, STA, and local streets and roads funding.
2. Advocate for rural transportation needs in the final state budget.
3. Continue emphasizing US 50 safety, evacuation, interregional travel, and maintenance.
4. Track transit funding commitments and ZEV implementation resources for El Dorado Transit.
5. Position EDCTC projects for any future state or federal discretionary funding tied to safety, resilience, evacuation, and rural mobility.

The May Revision is generally neutral to modestly positive for EDCTC. It does not appear to reduce core transportation funding, but it also does not provide a major new solution for rural transportation needs, transit operations, or zero-emission fleet mandates. EDCTC will remain engaged through the final budget process to protect existing funding and elevate rural transportation priorities.

### **California Transportation Legislation**

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

- **AB 2560 – CAPTI Goals**
  - Codifies California Climate Action Plan for Transportation Infrastructure (CAPTI) goals into state law.
  - Could make it more difficult to fund rural highway capacity, safety, and congestion-relief projects.
  - May shift funding toward climate-focused projects.
- **AB 1944 – Zero-Emission Transit Bus Weight Limits**
  - Allows higher axle weight limits for zero-emission transit buses.
  - Supports El Dorado Transit's transition to zero-emission vehicles.
- **SB 1423 – Active Transportation Program (ATP) Improvements**
  - Directs review of ATP applications and award processes.
  - Could simplify grant applications and improve access for rural agencies.
- **AB 2168 – Active Transportation Program Revisions**
  - Modifies ATP eligibility and scoring criteria.
  - May improve opportunities for rural pedestrian, bicycle, and Safe Routes to School projects.
- **SB 508 – CEQA Transportation Mitigation**
  - Revises transportation impact mitigation requirements under CEQA.
  - Could affect development-related transportation funding and VMT analysis.
- **SB 1361 – Transit-Oriented Development**
  - Expands transit-oriented housing policies.
  - May influence future RTP assumptions and local land-use planning.

- **AB 2276 – Stop Super Speeders Act**
  - Establishes additional measures for repeat speeding offenders.
  - Relevant to roadway safety efforts on rural and high-speed corridors.

## **FEDERAL TRANSPORTATION LEGISLATION AND FUNDING**

On May 22, 2026, the U.S. House Transportation and Infrastructure Committee approved the BUILD America 250 Act (H.R. 8870), a bipartisan five-year surface transportation reauthorization proposal that would replace the Infrastructure Investment and Jobs Act (IIJA), which expires September 30, 2026. The bill was approved by a bipartisan vote of 62-2 and authorizes approximately \$580 billion over five years for highways, bridges, transit, rail, and safety programs.

### **Key Themes**

#### **1. Strong Focus on Highways and Bridges**

The House proposal increases funding for core formula highway programs and includes the largest federal investment in bridge programs to date. Committee leaders have emphasized prioritizing "proven" transportation programs over creating new discretionary grant initiatives.

#### **2. Greater Reliance on Formula Funding**

The proposal generally shifts emphasis toward traditional formula-based funding distributed to states and local agencies, reflecting concerns that IIJA relied too heavily on competitive grants. This is favorable for rural regions and smaller transportation agencies that often struggle to compete for discretionary awards.

#### **3. Streamlined Project Delivery and Permitting Reform**

A major component of the bill is accelerating environmental review and permitting processes to reduce project delivery times. The House Transportation Committee has identified permitting reform as one of its primary objectives.

#### **4. New Electric Vehicle User Fees**

To address Highway Trust Fund solvency concerns, the proposal would establish:

- \$130 annual fee on electric vehicles
- \$35 annual fee on certain plug-in hybrids
- Fees increase gradually to \$150 and \$50 respectively

House leaders argue EV users should contribute to roadway maintenance because they do not pay federal fuel taxes.

#### **5. Autonomous Vehicle Framework**

The bill establishes the first federal framework for autonomous commercial motor vehicles while maintaining safety requirements, including human operators for certain school transportation applications.

#### **6. Rail Safety and Passenger Rail Investments**

The proposal includes passenger rail funding and rail safety reforms, including provisions supported by the Administration and congressional leadership.

#### **7. Rollback of Some IIJA Climate Programs**

The legislation repeals or reduces several climate-focused and emissions-reduction programs created under IIJA and places less emphasis on climate-related transportation spending than the current law.

### **Potential Benefits**

- Increased highway and bridge formula funding.
- More predictable funding streams for rural transportation agencies.
- Greater emphasis on roadway safety and infrastructure preservation.

- Faster project delivery through permitting reforms.
- Continued eligibility for wildlife crossing, safety, and resiliency projects within core highway programs.

### Potential Concerns

- Fewer competitive grant opportunities that have recently funded active transportation, climate, and community projects.
- Transit growth funding may be more constrained than under IIJA.
- Uncertainty regarding final funding levels because the Senate has not yet released its proposal.
- Significant differences between House and Senate priorities could delay enactment beyond the September 2026 deadline, making a short-term extension likely.

### EDCTC Assessment

From an El Dorado County Transportation Commission perspective, the House proposal aligns closely with many of EDCTC's federal advocacy priorities:

- Greater reliance on formula funding.
- Emphasis on rural roads and bridge infrastructure.
- Streamlined environmental review.
- Support for safety improvements on rural corridors such as US 50.
- Recognition of transportation infrastructure as critical for economic development and emergency evacuation.

### EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting on May 7, 2026)*

5/8/26	RCTF Meeting
5/13/26	SACOG System Preservation Program – Evaluation Committee Onboarding
5/13/26	2026 El Dorado County Annual Coordination Meeting - Caltrans
5/14-15/26	CTC Meeting
5/14/26	EDC DOT Discussion with R. Martinez
5/15/26	SACOG Board Workshop
5/20/26	CARTA Board Meeting
5/28/26	EDC DOT Discussion with R. Martinez
5/28/26	EDCTC Partner Coordination Meeting
6/1/26	SACOG Policy and Innovation Meeting
6/2/26	Agenda Review with Supervisor Turnbo
6/2/26	Agenda Review with Supervisor Ferrero
6/2/26	Agenda Review with Vice Chair Clerici
6/3/26	CALCOG Board of Director's Meeting
6/4/26	SACOG Transportation Meeting
6/4/26	EDCTA Board Meeting