

EXECUTIVE DIRECTOR'S REPORT

DATE: MARCH 5, 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

Next Generation Transportation Investments Strategy

EDCTC was awarded a sustainable transportation planning grant for the preparation of a "Next Generation Transportation Investments Strategy" (Next Gen Strategy), to provide data, analytics, and information to help identify and select competitive transportation investments across the west slope of El Dorado County. Public outreach for the Next Gen Strategy was conducted in conjunction with the Regional Transportation Plan (RTP), and the performance measurement strategies within the Next Gen Strategy were utilized to support the RTP. The consultant team is working with EDCTC staff to finalize an interactive virtual project mapping platform that will provide improved transportation and project monitoring support. The Draft Next Generation Transportation Investments Strategy document narrative has been reviewed by EDCTC staff and is anticipated to be in final draft soon and ready for presentation at the April EDCTC meeting.

State Active Transportation Program

EDCTC continues to monitor information related to the upcoming Cycle 8 ATP. The Call for Projects is slated to open this month. Applications will be due for the statewide program in June 2026. Staff from both EDCTC and El Dorado County DOT participated in virtual site visits with California Transportation Commission Staff to discuss potential project applications for Cycle 8. EDCTC and El Dorado County DOT continue to coordinate on a strategy for application development for Cycle 8 ATP. 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

Future Congestion Mitigation and Air Quality funding and Urban Surface Transportation Block Grant program funding cycles will be competitive through SACOG. SACOG has finalized their program guidelines and will be rolling out 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 is anticipated to open March 19, 2026, with applications due on May 8th. 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.

Regional Transportation Plan 2025-2045

With the 2025 adoption of the Regional Transportation Plan, EDCTC is developing funding strategies for projects included in the short-term action element. EDCTC is continually monitoring available fund sources for various projects in all transportation modes.

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.

Transit Advisory Committee

EDCTC staff attended and participated in EDCTA's Transit Advisory Committee. Items discussed included financial and safety items and the inclusion of the winner of the Bus Wrap Art Competition.

El Dorado Transit Ridership Report

For the month of January 2026, ridership for Demand Response and Commuter Routes trended up and Local Routes were down. Fiscal year-to-date ridership was up 5.4% overall. The Ridership Report compares systemwide monthly passenger trips to the same period as the previous fiscal year. Overall ridership increased by 1.7% compared to the previous year. Demand Response ridership increased 10.7%, Local Fixed Route ridership decreased by 6.1%, and Commuter ridership increased by 13.4%.

El Dorado County

EDCTC is monitoring County project allocation requests, bid awards, and planning activities for EDCTC related projects. EDCTC staff also monitors 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 completed by EDCTC staff this month. EDCTC will support 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 several delays during project development related to environmental and right-of-way.

On January 20, 2026, EDCTC staff meet with Supervisor Parlin, El Dorado County DOT staff and Teichert staff to discuss the SR 49 Cool Quarry realignment effort. The purpose of the project is to relocate an existing segment of the SR 49 alignment to allow for the expansion of Teichert's aggregate quarry located immediately east of the SR 49 alignment. An application for a Federal BUILD grant was submitted on February 24, 2026.

US 50 Wildlife Vehicle Collision Mitigation Project

In 2024, EDCTC worked with a dedicated member of the public, Lisa Morgan, and staff from En2 Resources to prepare and submit a Federal Wildlife Crossing Program Grant Application. The application requested \$1.7 million to investigate and identify the highest priority locations for improvements for reducing WVC's along the US 50 Corridor between El Dorado Hills and the existing wildlife undercrossing just west of Placerville. The project was not awarded funding in the 2024 funding round; however, the project team is pursuing funding through the State Wildlife Conservation Board (WCB). A pre-application was submitted and approved by the WCB in 2025, which allows EDCTC and the project team to submit a formal application. EDCTC released a Request for Qualifications (RFQ) to solidify the project team in the event the grant is awarded, and to meet requirements of the WCB application. The final application is nearly complete and anticipated for submittal the first week of March 2026.

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 are supporting 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.

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 Project Level Conformity Group meetings to discuss projects of Air Quality Concern.

Regional Project Prioritization Program

In October 2026, EDCTC staff prepared and submitted a SACOG Regional Project Prioritization application for the City of Placerville's US 50 Congestion Management and Resiliency Strategy (US 50 Trip to Green) and the Harvest Corridors Improvement Partnership. Each project was approved by the SACOG Board on December 18, 2026, and will become part of the six-county regional advocacy platform this year.

Capital Area Regional Toll Authority (CARTA)

EDCTC staff are actively engaged with the Capital Area Regional Toll Authority (CARTA), a newly formed Joint Powers Authority established to oversee tolling initiatives in the Sacramento region. The authority is currently administered under an agreement with SACOG. CARTA serves as the region's first tolling authority, and the Yolo 80 Managed Lanes Project is the first toll facility under its oversight. EDCTC currently participates as a non-voting member of the CARTA Board and will remain in that role until such time that a managed lane facility is proposed on US 50 within El Dorado County. More information on the Yolo 80 Managed Lanes Project is available through the Yolo Transportation District's website at <https://yolotd.org/planning-projects/freeway-roads/>.

CALTRANS

EDCTC continues to coordinate with Caltrans on 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 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 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 two El Dorado County projects. The County has indicated they are aware of these and are working with Caltrans to submit and review the invoices for the two projects. 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 2026-27 state budget on January 9 totaling \$348.9 billion. Total transportation funding is estimated at \$17.6 billion down from \$20.4 billion in 2025-26. State operations funding is roughly flat at around \$11.2 billion. Capital outlay drops significantly from about \$6.56 billion in 2025-26 to about \$3.21 billion in 2026-27 due to planned completion of large construction projects and phasing. Local assistance to cities and counties remains flat year to year at about \$2.67 billion. The 2026-27 budget includes a significant increase in funding for the high-speed rail of \$4.2 billion, up from \$800 million in 2025-2026. Active transportation and transit electrification programs also received significant increases. Ultimately, the current budget proposal will be revised mid-May and will reflect a more realistic picture of what the state can afford, likely much less. For example, in the 2025-26 May revise Budget major transit programs funded by discretionary Greenhouse Gas Reduction Fund were reduced or re-scoped including the Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program that El Dorado Transit receives.

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 deadline for bill introductions was February 20th. It's been

a relatively light year on the transportation side of things regarding the legislature thus far. Hundreds of spot bills are in the legislature currently with a deadline for amendments on March 6th and 11th for the Assembly and Senate respectively. We anticipate hundreds of new bills in early April. A few key bills being tracked currently include the following:

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.

AB 2059 (Wilson D) – Spot Bill

This is a spot bill that is an attempt to limit VMT mitigation requirements for transportation projects. This effort led by the transportation construction industry and affiliated labor groups who feel that too much has been invested on mitigation that is not having a reasonable impact.

AB 2552 (Avila Farias D) – CEQA Transportation Impact Mitigation

The California Environmental Quality Act (CEQA) requires a lead agency to mitigate transportation impacts to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. This bill would provide that a contribution to the fund is full and complete mitigation for that portion of the project's significant transportation impact and a legally sufficient mitigation measure under CEQA. This bill would declare that it is to take effect immediately as an urgency statute.

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. **THIS IS STILL NOT A MILEAGE TAX.....YET!**

SB 1087 (Cabaldon D)

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

The current federal surface transportation law the *Infrastructure Investment and Jobs Act* (IIJA) authorizes roughly \$1.2 trillion in infrastructure funding, including about \$550 billion for surface transportation programs (highways, bridges, transit, freight) through Fiscal Year 2026 and expires on September 30, 2026. Congress is currently working to reauthorize the next bill before this deadline. Policy and funding priorities being discussed for the next bill include:

- Stable, multi-year funding levels at or above the IIJA baseline to allow states and local agencies to plan and deliver long-range projects without uncertainty.
- Solvency of the Highway Trust Fund (HTF)
- Safety enhancements for roads and transit systems
- Streamlining project delivery and permitting reforms
- Support for freight movement, workforce development, and “fix-it-first” maintenance priorities

There is no final reauthorization bill yet, and Congress still needs to negotiate and pass a comprehensive authorization package before the IIJA expires. Failure to act on time could lead to short-term extensions or stop-gap measures. Advocacy organizations and local governments, including EDCTC, are actively pressing for inclusion of priorities.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting on February 5, 2026)*

2/6/26	Bus Wrap Contest Reveal
2/9/26	SACOG Policy and Innovation Meeting
2/9/26	CARTA TAG Meeting
2/10/26	SR 49 BUILD Grant Application Discussion
2/10/26	SACOG 2025 Regional Project Prioritization
2/12/26	EDC DOT Discussion – R. Martinez
2/12/26	CTC SHOPP Hearing
2/13/26	Cap-to-Cap 2026 Transportation Team Meeting
2/17/26	SR 49 BUILD Discussion
2/17/26	US 50 CMCP Meeting
2/18/26	CARTA Board Meeting
2/19/26	EDC DOT Discussion – R. Martinez
2/19/26	SACOG Board Meeting
2/19/26	SB 125 Long-Term Financial Plan
2/23/26	Fiscal Year 2026/27 TDA LFT Discussion with EDCTA
2/23/26	Partner Coordination Meeting
2/24/26	SACOG System Preservation Funding Competitive Call for Projects Discussion
2/25/26	SACOG RPP Meeting
2/26/26	US 50 Speed Signs Project Maintenance Agreement Discussion with Caltrans
2/27/26	Grant Funding Forecast Discussion with EDC DOT
3/1/26	SACOG Policy and Innovation Meeting
3/2/26	US 50 CMCP Project Limits Check
3/3/26	3600 US 50 Driveway Discussion
3/4/26	Agenda Review with Supervisor Parlin
3/4/26	Agenda Review with Supervisor Ferrero
3/4/26	Agenda Review with Supervisor Turnboo
3/5/26	SACOG Transportation Meeting
3/5/26	EDC DOT Discussion – R. Martinez