

EXECUTIVE DIRECTOR'S REPORT

DATE: APRIL 2, 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

The Cycle 8 ATP Call for Projects opened on March 19. Applications are due for the statewide program in June 2026. 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 opened on March 19, 2026, with applications due on May 8. 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 is working with the City of Placerville to prepare an extension request for the next phase of funding, Plans, Specifications, and Estimates, to be considered at the June California Transportation Commission meeting.

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 funding to investigate and identify the highest priority locations for improvements for reducing wildlife-vehicle collisions 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 has been completed and a request for \$4.5 million was submitted during the first week of March 2026. It is anticipated that the WCB will consider the application for funding by fall of 2026.

PARTNER AGENCY COORDINATION

EI Dorado Transit Authority

EDCTC staff supported EDCTA on 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.

EI Dorado Transit Ridership Report

For the month of February 2026, ridership for Demand Response and Commuter Routes trended up and Local Routes were down. Fiscal year-to-date ridership was up 4.7% overall. The February 2026 Ridership Report compares systemwide monthly passenger trips to the same period in the previous fiscal year. Overall ridership stayed flat, decreasing 0.5% compared to the previous year. Demand Response ridership increased 5.2%, Local Fixed Route ridership decreased by 10.6%, and Commuter ridership increased by 18.0%.

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 activity, provides comment letters and attends County planning technical advisory committee meetings when necessary. EDCTC regularly works with EI Dorado County staff to amend the SACOG Metropolitan Transportation Improvement Program (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 FHWA. EDCTC will be supporting EI Dorado County DOT with an extension request submitted to the California Transportation (CTC) Commission for construction funding for the EI Dorado Hills Boulevard Interchange Phase 2B project. The project experienced delays during project development related to environmental and right-of-way phases.

City of Placerville

EDCTC staff supports the City of Placerville with the delivery of projects whenever possible given the City's limited staffing. EDCTC is currently coordinating and supporting the City 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.
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 Combellack 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, determine future funding options, and attend project development team meetings.
5. WPI Phase 2.3 – EDCTC is supporting the City with an allocation request for STIP funding for the June CTC meeting.
6. EDCTC staff will be assisting the City of Placerville in the submittal of an extension request to the CTC for the allocation of LTCAP funding for the Plans, Specifications, and Estimates (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 Project Approval and Environmental Document (PA/ED) Phase.

SACOG

EDCTC is participating in the following SACOG planning efforts; 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 2025, 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, 2025, and is now part of the six-county regional advocacy platform in 2026 to be used in the annual Cap-to-Cap event in Washington DC.

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 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 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 legislature began the Spring Recess on March 26 and will reconvene on April 6. 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 1268 (Macedo R) Motor Vehicle Fuel Tax Law: adjustment suspension.

The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered this state, or sold in this state, at a specified rate per gallon. Current law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families.

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 1777 (Garcia D) Air pollution: indirect sources.

Current law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Current law requires the state board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air districts, and the United States Environmental Protection Agency. This bill would authorize the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt regulations to reduce or mitigate emissions from indirect sources of pollution.

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 2679 (Hadwick R) Road Maintenance and Rehabilitation Account: funding apportionments: cities.

Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law requires funds available for the program to be allocated for various specified purposes and requires the remaining funds available for the program to be continuously appropriated, with 50% for allocation to the Department of Transportation and 50% for apportionment to cities and counties by the Controller. Of the funds to be apportioned to cities and counties, existing law requires the Controller to apportion 50% of those funds to counties pursuant to a specified formula and 50% of those funds to cities in the proportion that the total population of each city bears to the total population of all the cities in the

state. This bill would require the Controller, with respect to the revenues apportioned to cities, to apportion a minimum of \$200,000 to each city, regardless of its population size, in the 2027–28 fiscal year and each fiscal year thereafter.

SB 94 (Strickland R) Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.

The California Global Warming Solutions Act of 2006 authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, 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. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account.

SB 981 (Niello R) Administrative regulations: standardized regulatory impact analysis: State Air Resources Board.

The State Air Resources Board is responsible for the preparation of the state implementation plan required by the Clean Air Act, and requires the state board to adopt standards, rules, and regulations that are consistent with the state goal of providing a decent home and suitable living environment for every Californian. The Administrative Procedure Act sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. Existing law requires a state agency proposing to adopt, amend, or repeal a major regulation on or after November 1, 2013, to prepare a standardized regulatory impact analysis, as specified, that addresses, among other things, the competitive advantages or disadvantages for businesses currently doing business within the state and the benefits to health, safety, and welfare of the regulations. This bill would require a standardized regulatory impact analysis prepared by the State Air Resources Board to additionally address cost of living impacts on residents of the state, including, but not limited to, retail gasoline and transportation costs, consumer electric bills, consumer goods and food costs, housing and building construction costs, and costs to businesses.

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.

SB 1250 (Cortese D) State highway system: wildlife connectivity.

Existing law requires Department of Transportation (Caltrans), in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings. The bill would require Caltrans to include wildlife connectivity assets in the asset management plan.

SB 1293 (Alvarado-Gil R) State highways: projects: notice.

Existing law establishes the Department of Transportation and requires it to improve and maintain the state highways, as provided. This bill would require the department to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 250,000 people or fewer to a person who resides in, or a business that is located within 10 miles of the project limits, as specified.

SB 1423 (Stern D) Transportation funding: State Transportation Improvement Program: Active Transportation Program.

Existing law generally provides for programming and allocation of available state and federal transportation funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation through the adoption of an interregional transportation improvement program, and 75% of available funds to be programmed and expended on regional improvement projects nominated by transportation planning agencies through the adoption of a regional transportation improvement program. This bill would require at least 50% of funds programmed in the interregional transportation improvement program, and 50% of funds programmed in a regional transportation improvement program, to be programmed for safe streets projects, as specified.

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 March 5, 2026)*

3/6/26	CARTA TAG Meeting
3/6/26	harvest Corridors Improvement Partnership Meeting
3/12/26	EDC DOT Project Discussion
3/13/26	SACOG REI Working Group
3/13/26	RCTF Meeting
3/16/26	EDC DOT Project Delivery Discussion
3/17/26	SB1 Grant Prioritization Discussion
3/17/26	EDCTC/Caltrans Monthly Coordination Meeting
3/18-19/26	CTC Meeting
3/18/26	CARTA Board Meeting
3/19/26	EDC DOT Discussion – R. Martinez

3/23/26 Quarterly Meeting with SACOG
3/23/26 EDCTC Partner Coordination Meeting
3/24/26 EDC BOS Meeting
3/27/26 Cap-to-Cap Transportation Team Meeting
3/30/26 WVC Discussion with L. Morgan
3/31/26 EDCTC and EDCTA Financial Plan Meeting with LSC Consultants
4/1/26 Agenda Review with Supervisor Parlin
4/1/26 Agenda Review with Supervisor Ferrero
4/1/26 Capital Region SB 1 Strategy Discussion with K. Bewsey
4/1/26 Agenda Review with Supervisor Turnboo
4/2/26 SACOG Transportation Meeting
4/2/26 EDCTA Board Meeting