



El Dorado County Transportation Commission  
2828 Easy Street, Suite 1  
Placerville, CA 95667  
(530)642-5260  
[www.edctc.org](http://www.edctc.org)

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## AGENDA

Regular Meeting

El Dorado County Board of Supervisors Chambers  
330 Fair Lane, Building A, Placerville, CA 95667

**Thursday, December 4, 2025, 2:00 PM**

*(or immediately following the Transit meeting, if after 2:00)*

## COMMISSIONERS

**Council Members Representing the City of Placerville**

John Clerici, Jackie Neau, David Yarbrough

**Supervisors Representing the County of El Dorado**

Greg Ferrero, Lori Parlin, George Turnboo,  
Brian Veerkamp

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**Agendas, Supplemental Materials and Minutes of the Commission are available on the internet at:**

<https://www.edctc.org>. Public records, related to an agenda item that is distributed less than 72 hours before this meeting, are available for public inspection during normal business hours at the Agency office and will be made available to the public on the Agency website.

## **PUBLIC PARTICIPATION PROCEDURES:**

The EDCTC Meeting will be conducted as an in-person meeting at the location noted above. In addition, a remote teleconference address is listed for the public's convenience and in the event a Commissioner requests remote participation due to just cause or emergency circumstances pursuant to Government Code section 54953(f).

Public comment will be open for each agenda item, and citizens may comment virtually through Zoom utilizing the "raise hand" function. If you are participating by phone, please dial \*9 to "raise hand". The Secretary to the Commission will call you by the last three digits of your phone number when it is your turn to speak. Your comments must pertain to the subject at hand and are limited to no more than three minutes. By participating in this meeting, you acknowledge that you are being recorded. Please be advised that if a Commissioner is not participating in the meeting remotely, remote participation for members of the public is provided for convenience only and in the event that the Zoom connection malfunctions for any reason, the Commission reserves the right to conduct the meeting without remote access.

If you choose not to observe or listen to the meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 4:00 PM, Monday, December 1, to the Secretary to the Commission [dkeffer@edctc.org](mailto:dkeffer@edctc.org). Your comment will be placed into the record and forwarded to the Commissioners. They may or may not be read at the meeting on your behalf.

The El Dorado County Transportation Commission is committed to ensuring that people with disabilities are provided with the resources to participate in its public meetings. Please contact the Secretary to the Commission if you require accommodation at 530.642.5260 or email [edctc@edctc.org](mailto:edctc@edctc.org).

## **[Webinar Access Link](#)**

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Phone: 1-669-219-2599

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## **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

## **ADOPTION OF AGENDA AND CONSENT CALENDAR**

Commissioners or staff may request that an item be removed from the Consent Calendar for discussion. Items requested to be removed from the Consent Calendar shall be removed if approved by the Commission. The Commission will make any necessary additions, deletions, or corrections to the agenda, and determine matters to be added to, or removed from, the Consent Calendar.

## **CONSENT CALENDAR**

1. MINUTES FOR THE NOVEMBER 6, 2025, COMMISSION MEETING (KEFFER)  
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the November 6, 2025, Commission meeting.
2. OCTOBER 2025 CHECK REGISTER (KEFFER)  
REQUESTED ACTION: Receive and file the October 2025 Check Register.
3. 2026 COMMISSION MEETING CALENDAR (KEFFER)  
REQUESTED ACTION: Consider and adopt the meeting calendar for 2026.
4. DESIGNATE A REPRESENTATIVE FOR THE 2026 CAP-TO-CAP ADVOCACY EFFORT (DELORIA)  
REQUESTED ACTION: Designate the Executive Director to represent El Dorado County Transportation Commission at the 2026 Cap-to-Cap advocacy effort, in Washington D.C., scheduled for April 18 through April 22, 2026.
5. FISCAL YEAR 2024/25 AUDIT REPORTS (THOMPSON)  
REQUESTED ACTION: Receive and file the Fiscal Year 2024/25 Audit Reports.
6. SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL APPOINTMENTS (THAGGARD)  
REQUESTED ACTION: By motion, authorize the Executive Director to appoint members to fill six current vacancies to the Social Services Transportation Advisory Council for a three-year term.
7. SECTION 5311 (F) FEDERAL FISCAL YEAR 2025 PROGRAM OF PROJECTS (BARTON)  
REQUESTED ACTION: Adopt Resolution 25/26.11 superseding Resolution 24/25.22 and authorizing the programming of \$150,000.00 in Federal Transit Administration 5311 (f) funding for Federal Fiscal Year 2025, for operating assistance for the El Dorado County Transit Authority.
8. SECTION 5311 (F) FISCAL YEAR 2025 GRANT APPLICATION CERTIFICATIONS AND ASSURANCES (BARTON)  
REQUESTED ACTION: Adopt Resolution 25/26.12, superseding Resolution 24/25.23 to:
  1. Authorize the El Dorado County Transit Authority to submit a Section 5311 (f) grant application for Federal Fiscal Year 2025, stating that:

*The El Dorado County Transportation Commission does hereby authorize the EDCTA to execute all standard agreements or amendments necessary to obtain the 2025 FTA Section 5311(f) grant in the amount of \$150,000.00 through Caltrans.*
  2. Authorize the EDCTC Executive Director to sign the regional agency Certifications and Assurances.

**NOTICED PUBLIC HEARINGS – 2:00 PM Allotted Time**

9. TRANSPORTATION DEVELOPMENT ACT CITIZEN'S PARTICIPATION PROCESS FOR PUBLIC TRANSPORTATION (DELORIA)  
REQUESTED ACTION:
- Open public hearing regarding public transportation
  - Accept public comment
  - Close public hearing
  - Refer comments received to the Social Services Transportation Advisory Council for review

**OPEN FORUM**

At this time, any person may comment on any item that is not on the agenda that is within the jurisdiction of the Commission. Please voluntarily state your name for the record. Action will not be taken on any item that is not on the agenda. Items requiring action will be referred to staff and/or placed on the next meeting agenda. Your comments will be limited to no more than three minutes.

**BUSINESS ITEMS**

10. GOALS AND OBJECTIVES FOR CALENDAR YEAR 2026 (DELORIA)  
REQUESTED ACTION: Adopt the Calendar Year 2026 Goals and Objectives for the Executive Director as established during today's discussion.

**EXECUTIVE DIRECTOR'S REPORT****SOUTH LAKE TAHOE - CALTRANS - COMMISSIONER COMMENTS****RECESS TO CLOSED SESSION**

11. PURSUANT TO GOVERNMENT CODE SECTION 54957 – PUBLIC EMPLOYEE PERFORMANCE EVALUATION, EXECUTIVE DIRECTOR
12. PURSUANT TO GOVERNMENT CODE SECTION 54957.6 – CONFERENCE WITH LABOR NEGOTIATOR: COMMISSION DESIGNATED REPRESENTATIVE: COMMISSION CHAIR, UNREPRESENTED EMPLOYEE: EXECUTIVE DIRECTOR

**ADJOURNMENT**

The next regular meeting is scheduled for 2:00 PM on February 5, 2026, at 330 Fair Lane Placerville, California.

**CONSENT CALENDAR**

**STAFF REPORT**

**DATE: DECEMBER 4, 2025**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: DANA KEFFER, ADMINISTRATIVE ANALYST/SECRETARY TO THE COMMISSION**  
**SUBJECT: NOVEMBER 6, 2025 COMMISSION MEETING**

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**REQUESTED ACTION**

The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes (Attachment A) for the November 6, 2025, Commission meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: November 6, 2025, Minutes



El Dorado County Transportation Commission  
2828 Easy Street, Suite 1  
Placerville, CA 95667  
(530)642-5260  
www.edctc.org

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**ACTION MINUTES**

Regular Meeting

El Dorado County Conference Room D  
330 Fair Lane, Building A, Placerville, CA 95667

**Thursday, November 6, 2025, 2:00 PM**

*(or immediately following the Transit meeting, if after 2:00)*

**COMMISSIONERS**

**Council Members Representing the City of Placerville**

John Clerici, Jackie Neau, David Yarbrough

**Supervisors Representing the County of El Dorado**

Greg Ferrero, Lori Parlin, George Turnboo, Brian Veerkamp

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CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Neau called the meeting to order at 2:04 PM and led the Pledge of Allegiance.

ATTENDANCE: Chair Neau, Vice Chair Parlin, Commissioners Clerici, Ferrero, Turnboo, Veerkamp, Yarbrough, and Caltrans Ex Officio Alex Fong. ABSENT: Ex Officio Cody Bass

ADOPTION OF AGENDA AND CONSENT CALENDAR

There were no public comments received.

**ACTION: Commissioner Clerici made a motion to adopt the agenda and to approve or adopt items 1 through 8 on the Consent Calendar. The motion was seconded by Commissioner Veerkamp which carried as follows:**

**MOTION/SECOND: Clerici/Veerkamp**

**AYES: Clerici, Ferrero, Neau, Parlin, Turnboo, Veerkamp, Yarbrough**

**ABSTAIN: None**

**NOES: None**

**ABSENT: None**

1. MINUTES FOR THE OCTOBER 2, 2025, COMMISSION MEETING  
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the October 2, 2025, Commission meeting.
2. SEPTEMBER 2025 CHECK REGISTER  
REQUESTED ACTION: Receive and file the September 2025 Check Register.
3. FIRST AMENDMENT TO THE EL DORADO COUNTY SURFACE TRANSPORTATION BLOCK GRANT PROGRAM EXCHANGE RECIPIENT AGREEMENT FOR FISCAL YEAR 2020/21  
REQUESTED ACTION: Authorize the Executive Director to sign the First Amendment to the Agreement between El Dorado County Transportation Commission and El Dorado County for Fiscal Year 2020/21 Surface Transportation Block Grant Program Exchange funds.
4. FIRST AMENDMENT TO THE EL DORADO COUNTY SURFACE TRANSPORTATION BLOCK GRANT PROGRAM EXCHANGE RECIPIENT AGREEMENT FOR FISCAL YEAR 2021/22  
REQUESTED ACTION: Authorize the Executive Director to sign the First Amendment to the

Agreement between El Dorado County Transportation Commission and El Dorado County for Fiscal Year 2021/22 Surface Transportation Block Grant Program Exchange funds.

5. SECOND AMENDMENT TO THE EL DORADO COUNTY SURFACE TRANSPORTATION BLOCK GRANT PROGRAM EXCHANGE RECIPIENT AGREEMENT FOR FISCAL YEAR 2022/23  
REQUESTED ACTION: Authorize the Executive Director to sign the Second Amendment to the Agreement between El Dorado County Transportation Commission and El Dorado County for Fiscal Year 2022/23 Surface Transportation Block Grant Program Exchange funds.
6. SURFACE TRANSPORTATION BLOCK GRANT PROGRAM EXCHANGE FUNDS CLAIM FROM THE CITY OF PLACERVILLE  
REQUESTED ACTION: Adopt Resolution 25/26.06 approving the Surface Transportation Block Grant Program Exchange funds claim in the amount of \$124,919.16 to the City of Placerville for the Clay Street/Cedar Ravine Realignment project.
7. TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND BICYCLE AND PEDESTRIAN FUND CLAIM FROM THE CITY OF PLACERVILLE FOR THE PLACERVILLE DRIVE BICYCLE AND PEDESTRIAN FACILITIES PROJECT  
REQUESTED ACTION: Adopt Resolution 25/26.07 approving a Transportation Development Act Local Transportation Fund Bicycle and Pedestrian Fund claim from the City of Placerville in the amount of \$150,000 for the Placerville Drive Bicycle and Pedestrian Facilities Project.
8. OVERALL WORK PROGRAM BUDGET VS. ACTUAL COMPARISON FISCAL YEAR 2025/26 QUARTER 1 REPORT  
REQUESTED ACTION: Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year 2025/26 July-September Report.

NOTICED PUBLIC HEARINGS – 2:00 PM Allotted Time

*Chair Neau opened the hearing at 2:06pm.*

9. 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED ACTION:
  - Open public hearing regarding the El Dorado County Transportation Commission 2026 Regional Transportation Improvement Program
  - Accept public comment
  - Close public hearing
  - Adopt Resolution 25/26.08 approving the 2026 El Dorado County RTIP and direct the Executive Director to submit the 2026 RTIP to the California Transportation Commission

There were no public comments received.

**ACTION: Commissioner Veerkamp made a motion to authorize the requested action as stated. The motion was seconded by Vice Chair Parlin which carried as follows:**

**MOTION/SECOND: Veerkamp/Parlin**  
**AYES: Clerici, Ferrero, Neau, Parlin, Turnboo, Veerkamp, Yarbrough**  
**ABSTAIN: None**  
**NOES: None**  
**ABSENT: None**

*Chair Neau closed the hearing at 2:11pm.*

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*Chair Neau opened the hearing at 2:13pm.*

10. ADOPTION OF THE ENVIRONMENTAL IMPACT REPORT FOR THE EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2025-2045

REQUESTED ACTION: Hold a Public Hearing to consider adoption of Resolution 25/26.09 certifying the Final Environmental Impact Report, adopting the CEQA Findings and Statements of Overriding Considerations, and adopting the Mitigation, Monitoring, and Reporting Program for the El Dorado County Regional Transportation Plan 2025-2045.

There were no public comments received.

**ACTION: Commissioner Clerici made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Yarbrough which carried as follows:**

**MOTION/SECOND: Clerici/Yarbrough**  
**AYES: Clerici, Ferrero, Neau, Parlin, Turnboo, Veerkamp, Yarbrough**  
**ABSTAIN: None**  
**NOES: None**  
**ABSENT: None**

*Chair Neau closed the hearing at 2:27pm.*

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*Chair Neau opened the hearing at 2:27pm.*

11. ADOPTION OF THE EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2025-2045

REQUESTED ACTION: Hold a Public Hearing to consider the Adoption of Resolution 25/26.10 approving the Final El Dorado County Regional Transportation Plan 2025-2045.

There were no public comments received.

**ACTION: Commissioner Veerkamp made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Turnboo which carried as follows:**

**MOTION/SECOND: Veerkamp/Turnboo**  
**AYES: Clerici, Ferrero, Neau, Parlin, Turnboo, Veerkamp, Yarbrough**  
**ABSTAIN: None**  
**NOES: None**  
**ABSENT: None**

*Chair Neau closed the hearing at 2:43pm.*

OPEN FORUM

There were no public comments received.

EXECUTIVE DIRECTOR'S REPORT

SOUTH LAKE TAHOE - CALTRANS – COMMISSIONER COMMENTS

ADJOURNMENT

The meeting was adjourned at 3:03 PM.

The next regular meeting is scheduled for 2:00pm on December 4, 2025, at 330 Fair Lane Placerville, California.

**CONSENT CALENDAR**

**STAFF REPORT**

**DATE: DECEMBER 4, 2025**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: DANA KEFFER, ADMINISTRATIVE ANALYST/SECRETARY TO THE COMMISSION**  
**SUBJECT: OCTOBER 2025 CHECK REGISTER**

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**REQUESTED ACTION**

Receive and file the October 2025 Check Register (Attachment A).

**BACKGROUND AND DISCUSSION**

The attached check listing includes payments that merit further explanation:

<i>Extreme Towing</i> .....	\$14,628.76
September 2025 professional services for the Freeway Service Patrol Program, Work Element 130. The contract with Extreme Towing was approved at the May 6, 2021, EDCTC meeting.	
<i>De Novo Planning Group</i> .....	\$11,488.50
Professional services through October 16, 2025, for the Regional Transportation Plan Environmental Impact Report, Work Element 200EIR. The contract was approved at the June 6, 2024, EDCTC meeting.	

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: October 2025 Check Register

**El Dorado County Transportation Commission  
Check Register  
October 2025**

<b>Date</b>	<b>Name</b>	<b>Payment</b>	<b>Memo</b>
10/01/2025	Ameritas Life Insurance Corp.	580.96	October 2025 Dental
10/01/2025	Ameritas Life Insurance Corp.	72.20	October 2025 Vision
10/01/2025	CalPERS Health	8,424.60	October 2025 Health Premiums
10/02/2025	Century Building Maintenance	500.00	September 2025 Building Maintenance
10/02/2025	RTS IT, Inc.	1,291.50	October 2025 ITCare Silver Service Plan
10/02/2025	RTS IT, Inc.	519.67	Setup at home computer & add Windows 11 Prof
10/06/2025	El Dorado Hills Chamber of Commerce	225.00	Membership 11/1/25-10/31/26
10/06/2025	Elan Financial Services - Visa DK	519.93	ADA compl website, office phones, office expenses
10/06/2025	Elan Financial Services - Visa KT	148.94	Zoom meetings/copy mach chgs/Harassment Prevention training course
10/06/2025	Elan Financial Services - Visa WD	9.00	Parking SACOG Board Meeting
10/06/2025	Mountain Democrat	330.30	Public Notice Hearing Nov 6th RTP and RTIP
10/06/2025	Roberts & Company, Inc.	25.00	September 2025 Accounting Oversight
10/10/2025	De Lage Landen Financial Services	189.11	October 2025 Copy Machine Lease Payment
10/14/2025	Extreme Towing	14,628.76	* September 2025 Freeway Service Patrol
10/17/2025	QuickBooks Payroll Service	28.00	September 2025 Payroll Fee
10/20/2025	ACC Business	256.81	5/11/25-6/10/25 Internet Remaining Bal FY 24/25
10/20/2025	ACC Business	1,303.71	6/11/25-9/10/25 Billing Correction & 9/11-10/10 Internet
10/20/2025	De Novo Planning Group	11,488.50	* 2025-2045 RTP EIR Through October 16, 2025
10/20/2025	Rimrock Water Company	12.00	September Water Dispenser Rental
10/20/2025	RTS IT, Inc.	2,208.00	Annual Microsoft 365 licenses/RTS Cloud Backup
10/21/2025	Columbia Bank (Umpqua)	79.42	September 2025 Analyzed Checking Fee
10/27/2025	PG&E	418.88	09/10/25-10/09/25 Utilities
10/27/2025	Sharon Frances Petersen Rev Trust	4,608.00	November 2025 Office Rent
10/31/2025	Benefit Coordinators Corporation	228.03	October 2025 Life/Disability Premiums
		48,096.32	

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**CONSENT CALENDAR**

**STAFF REPORT**

**DATE: DECEMBER 4, 2025**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: DANA KEFFER, ADMINISTRATIVE ANALYST/SECRETARY TO THE COMMISSION**  
**SUBJECT: 2026 COMMISSION MEETING CALENDAR**

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**REQUESTED ACTION**

Consider and adopt the meeting calendar for 2026.

**BACKGROUND**

El Dorado County Transportation Commission Bylaws state that the Commission meets the first Thursday of the month at 2:00 PM (or immediately following the El Dorado County Transit Authority meeting, whichever is later) in the El Dorado County Board of Supervisors' Chambers at 330 Fair Lane in Placerville.

**DISCUSSION**

The proposed 2026 meeting schedule is attached. The Chambers have been confirmed as available for the 2026 meeting dates.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: EDCTC proposed meeting schedule for 2026 for the Commission meetings.

**EL DORADO COUNTY TRANSPORTATION COMMISSION  
MEETING SCHEDULE FOR 2026**

Meetings are scheduled for 2:00 PM first Thursday of most months  
in the EDC Supervisors' Chambers 330 Fair Lane, Placerville

<b>Commission Meeting Dates</b>
No meeting scheduled in January
<b>02/05</b>
<b>03/05</b>
<b>04/02</b>
<b>05/07</b>
<b>06/04</b>
No meeting scheduled in July
<b>08/06</b>
<b>09/03</b>
<b>10/01</b>
<b>11/05</b>
<b>12/03</b>

**CONSENT CALENDAR**

**STAFF REPORT**

**DATE: DECEMBER 4, 2025**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR**  
**SUBJECT: DESIGNATE A REPRESENTATIVE FOR THE 2026 CAP-TO-CAP ADVOCACY EFFORT**

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**REQUESTED ACTION**

Designate the Executive Director to represent El Dorado County Transportation Commission (EDCTC) at the 2026 Cap-to-Cap advocacy effort, in Washington D.C., scheduled for April 18 through April 22, 2026.

**BACKGROUND**

The Sacramento Metropolitan Chamber of Commerce sponsors a trip to Washington, D.C. for business and government leaders in the greater Sacramento region to meet with key federal decision-makers, including members of Congress, federal agencies, and others. This effort bands together local leaders for meetings with federal representatives and thus provides a greater opportunity for the region as a whole to obtain federal assistance, such as budget allocations, which address critical local and regional issues. For the 2026 calendar year, the Cap-to-Cap trip is scheduled for April 18 through April 22, 2026. Registration is expected to begin in mid-December. Executive Director Deloria has been appointed as the Co-Chair of the Transportation Team for this year's Cap-to-Cap delegation.

The Sacramento Metropolitan Chamber of Commerce establishes an agenda prior to the Cap-to-Cap trip. Delegates are assigned to committees that spotlight particular issues, such as transportation. Each committee holds pre-trip briefings in which project advocates, such as EDCTC, educate the delegates about key issues. Project advocates also develop informational packets that are useful both as a reference for the committee members and as background material, or "leave behinds", for meetings with federal officials.

**FISCAL IMPACT**

The cost to attend the Cap-to-Cap trip is expected to be approximately \$5,000 per person, which is included in the fiscal year 2025/26 Overall Work Program and Budget.

Approved for Agenda:



Woodrow Deloria, Executive Director

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**CONSENT CALENDAR****STAFF REPORT**

**DATE: DECEMBER 4, 2025**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: KAREN THOMPSON, FISCAL OFFICER**  
**SUBJECT: FISCAL YEAR 2024/25 AUDIT REPORTS**

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**REQUESTED ACTION**

Receive and file the Fiscal Year 2024/25 Audit Reports.

**BACKGROUND**

The Transportation Development Act (TDA), Sections 6661, 6662, and 6751, requires the El Dorado County Transportation Commission (EDCTC) to submit reports of fiscal and compliance audits to the California State Controller within 180 days following the close of each fiscal year. These audits are performed in accordance with Generally Accepted Auditing Standards by a certified public accountant and include a determination of compliance with TDA rules and regulations. Pursuant to TDA Statute Section 99245, EDCTC contracts with an independent fiscal auditor to conduct certified fiscal audits of all TDA claimants in the EDCTC jurisdiction. The FY 2024/25 fiscal and compliance audits and reports have been completed by Richardson & Company, LLP.

Audit reports include:

- EDCTC
- EDCTC Special Revenue Fund – Local Transportation Fund
- EDCTC Special Revenue Funds – State Transit Assistance Fund, State of Good Repair, Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program
- El Dorado County Transit Authority (EDCTA)

EDCTC oversees and supports the annual financial and TDA audit of the EDCTA. The approved EDCTC FY 2025/26 Overall Work Program and Budget includes the expenditure for the preparation of the fiscal year 2024/25 audits and reports for EDCTC, EDCTA, all TDA funding including Pedestrian and Bicycle claimants, and SB 125 funding.

**DISCUSSION**

On December 3, 2025, Richardson & Company, LLP presented the EDCTC's audit reports to Chair Neau and Vice Chair Parlin. The audit reports include the EDCTC and special revenue funds. The auditors also presented audit reports to EDCTA's Chair Yarbrough and Vice Chair Veerkamp.

The results of the audit were a clean opinion by Richardson & Company, LLP who also performed compliance testing which determined the EDCTC complied with the TDA.

The Management's Discussion and Analysis beginning on Page 4 presents a narrative overview and analysis of EDCTC's financial statements during the fiscal year ending June 30, 2025. In addition to the Audit Report, independent audit firms are also required to submit communications regarding the audit directly to the governing board. This communication is included as Attachment B.

The audit reports are available for public review at the EDCTC office during normal business hours. The EDCTC audit reports will also be available online on the Commission's website at <https://www.edctc.org>.

Approved for Agenda:



Woodrow Deloria, Executive Director

- Attachments: A) FY 2024/25 EDCTC Audited Financial Statements  
*(provided under separate cover)*  
B) FY 2024/25 Governance Letter

**EL DORADO COUNTY  
TRANSPORTATION COMMISSION**

Audited Financial Statements  
Supplementary Information and Compliance Report

June 30, 2025

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EL DORADO COUNTY TRANSPORTATION COMMISSION

Audited Financial Statements,  
Supplementary Information and Compliance Report

June 30, 2025

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Sacramento, California 95825

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## INDEPENDENT AUDITOR'S REPORT

El Dorado County Transportation Commission  
Placerville, California

### **Report on the Audit of the Financial Statements**

#### **Opinions**

We have audited the accompanying financial statements of the governmental activities, and each major fund, of the El Dorado County Transportation Commission (the Commission), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, and each major fund of the Commission, as of June 30, 2025, and the respective changes in financial position, thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### **Basis for Opinions**

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### **Responsibilities of Management for the Financial Statements**

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

**Auditor's Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

**Required Supplementary Information**

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

**Supplementary Information**

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The accompanying schedule of indirect and direct expenses is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated November 20, 2025, on our consideration of the Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Commission's internal control over financial reporting and compliance.

*Richardson & Company, LLP*

November 20, 2025

## EL DORADO COUNTY TRANSPORTATION COMMISSION

### Management's Discussion and Analysis June 30, 2025

This section of the El Dorado County Transportation Commission's (EDCTC) annual financial report presents a narrative overview and analysis of EDCTC's financial performance during the fiscal year ending June 30, 2025. This discussion and analysis is intended to be used in conjunction with EDCTC's financial statements and notes to the financial statements which follow this section.

EDCTC's primary objective is to administer the regional transportation planning process and implement a programming and funding strategy to address the mobility needs of El Dorado County residents and visitors. The Overall Work Program and Budget (OWP) is the primary management tool that identifies the activities and annual schedule of work for regional transportation planning for the western slope of El Dorado County. Furthermore, the Regional Transportation Plan 2025-2045 and accompanying Environmental Impact Report serve as a guiding force for transportation improvements over the 20 year period. Additional elements of the Overall Work Program continued at anticipated work levels, including: Agency Administration and Intergovernmental Coordination; Multi-Modal Transportation Planning; Project Delivery and Programming; and Public Information and Outreach.

#### **OVERVIEW OF THE FINANCIAL STATEMENTS**

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The annual financial statements consist of two parts: Management's Discussion and Analysis, as presented in this section, and the basic financial statements. The Discussion and Analysis is intended to serve as an introduction to EDCTC's basic financial statements. EDCTC's basic financial statements are comprised of two components: (1) financial statements and (2) notes to the financial statements.

#### **FINANCIAL HIGHLIGHTS OF THE GENERAL FUND**

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- Total Assets \$ 1,024,778
- Total Liabilities \$ 655,196
- Total Fund Balance \$ 369,582
- Total Revenue \$ 877,347
- Total Transfers In \$ 730,000
- Total Expenditures \$ 1,670,945

#### **REQUIRED FINANCIAL STATEMENTS**

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EDCTC financial statements are designed to provide readers with a broad overview of EDCTC's financial performance.

##### Governmental Activities Financial Statements

The Statement of Net Position found on page 12 summarizes all governmental activities for EDCTC and the Special Revenue Funds. The Net Position Unrestricted deficit is due to the long-term pension liability. These liabilities are planned to be funded with future funding sources that have not been identified. The detail for EDCTC (General Fund) and the Special Revenue Funds is

## EL DORADO COUNTY TRANSPORTATION COMMISSION

### Management's Discussion and Analysis June 30, 2025

on page 14. Special Revenue Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. EDCTC has four Special Revenue funds:

- 1) Surface Transportation Block Grant Program (STBG) Exchange Funds programmed to the City of Placerville for the Clay Street/Cedar Ravine Intersection.
- 2) Local Transportation Fund (LTF) – One-quarter cent retail sales tax received monthly to be used to administer the Transportation Development Act, to provide transit services and pedestrian/bicycle facilities in El Dorado County.
- 3) State Transit Assistance (STA) Fund – Sales tax collected on diesel fuel received quarterly and allocated to El Dorado County Transit Authority.
- 4) State of Good Repair (SGR) Fund – A portion of the Transportation Improvement Fee included in Senate Bill 1 (SB 1), the 2017 Road Repair and Accountability Act, allocated to transit operators for eligible transit maintenance, rehabilitation and capital projects.
- 5) Transit and Intercity Rail Capital Program programmed to Transit to purchase zero-emission buses including installation of the equipment and infrastructure necessary to operate and support zero-emission buses.
- 6) Zero Emission Transit Capital Program programmed to Transit to purchase zero-emission buses including installation of the equipment and infrastructure necessary to operate and support zero-emission buses.

The Statement of Revenues, Expenditures, and Changes in Fund Balances on page 16 reports information about EDCTC's activities.

#### Notes to the Financial Statements

The notes to the Financial Statements provide additional information that is essential to understand the data provided. These notes can be found on pages 18 through 39 of this report.

#### **FINANCIAL ANALYSIS OF EDCTC**

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The Balance Sheet and Statement of Revenues, Expenses, and Changes in Fund Balances report information about EDCTC's financial activities and financial position. EDCTC's fund balance, which portrays the difference between assets and liabilities, is one way to measure financial performance. Changes to accounting and reporting methodology and requirements are impactful to the financial reporting found herein.

**EL DORADO COUNTY TRANSPORTATION COMMISSION**

Management’s Discussion and Analysis  
June 30, 2025

**Balance Sheet – General Fund**

The following table compares the Balance Sheet for the General Fund at June 30, 2025 and 2024:

	<u>2025</u>	<u>2024</u>	<u>Increase/ (Decrease)</u>
<b><u>Assets</u></b>			
Cash and investments	\$ 617,453	\$ 300,841	\$ 316,612
Due from other governments	185,916	233,888	(47,972)
Due from other funds	156,224	151,855	4,369
Prepaid expenses and other assets	3,915	3,915	-
Total Current Assets	<u>\$ 963,508</u>	<u>\$ 690,499</u>	<u>\$ 273,009</u>
<b><u>Noncurrent Assets</u></b>			
Restricted Cash	61,270	55,921	5,349
Total Noncurrent Assets	<u>61,270</u>	<u>55,921</u>	<u>5,349</u>
Total Assets	<u>\$ 1,024,778</u>	<u>\$ 746,420</u>	<u>\$ 278,358</u>
<b><u>Liabilities</u></b>			
Current Liabilities	\$ 655,196	\$ 313,240	\$ 341,956
Total Liabilities	<u>655,196</u>	<u>313,240</u>	<u>341,956</u>
<b><u>Fund Balance</u></b>			
Nonspendable	3,915	3,915	-
Unrestricted	365,667	429,265	(63,598)
Total Fund Balance	<u>369,582</u>	<u>433,180</u>	<u>(63,598)</u>
Total Liabilities, Deferred Inflows of Resources, and Fund Balance	<u>\$ 1,024,778</u>	<u>\$ 746,420</u>	<u>\$ 278,358</u>

Current Assets – Cash and investments increased \$316,612 due to funding that was carried over including new funding for administration of the Senate Bill 125 (SB 125) program. The SB 125 funding will be used to administer the program including fiscal reporting, a long-term financial plan and fiscal and compliance audits. Two of the Commission’s other funding sources in unearned revenue, Surface Transportation Block Grant Program and the Planning Programming and Monitoring, increased because expenditures decreased due to a vacant position for half of the fiscal year.

Current Liabilities – Current liabilities for the fiscal year ending June 30, 2025 increased \$341,956 due to an increase in the unearned revenues balance which will be used in FY 2025/2026 and FY 2026/2027.

**EL DORADO COUNTY TRANSPORTATION COMMISSION**

Management’s Discussion and Analysis  
June 30, 2025

**Statement of Revenues, Expenditures, and Changes in Fund Balance – General Fund**

The following table compares the Statement of Revenues, Expenditures and Changes in Fund Balance for the General Fund at June 30, 2025 and 2024:

	<u>2025</u>	<u>2024</u>	<u>Increase/ (Decrease)</u>
<b><u>Revenues</u></b>			
State & Local Funds	\$ 867,017	\$ 901,423	\$ (34,406)
Interest Income/Other	10,330	5,415	4,915
Total Revenues	<u>877,347</u>	<u>906,838</u>	<u>(29,491)</u>
<b><u>Expenditures</u></b>			
Salaries and Benefits	919,372	925,579	(6,207)
Professional Services	615,229	588,930	26,299
Administrative Expenses	78,604	89,850	(11,246)
Capital outlay, Principal and Interest	57,740	55,296	2,444
Total Expenditures	<u>\$ 1,670,945</u>	<u>\$ 1,659,655</u>	<u>\$ 11,290</u>
(Deficiency) Excess of			
Revenues over Expenditures	(793,598)	(752,817)	(40,781)
<b><u>Other Financing Sources</u></b>			
Transfers in	\$ 730,000	\$ 754,359	\$ (24,359)
Proceeds from Lease	-	-	-
Total Other Financing Sources	<u>730,000</u>	<u>754,359</u>	<u>(24,359)</u>
Change in Fund Balance	(63,598)	1,542	(65,140)
Fund Balance, Beginning of Year	<u>433,180</u>	<u>431,638</u>	<u>1,542</u>
Fund Balance, End of Year	<u>\$ 369,582</u>	<u>\$ 433,180</u>	<u>\$ (63,598)</u>

**Revenues** – The State and Local Funds decreased \$34,406 due to the timing of the multi-year grant funded projects.

**Expenditures - Capital outlay, principal and interest**– Government Accounting Standards Board (GASB) Statement 87 is a reporting requirement for governments’ lease costs that was implemented in FY 2021/2022. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, thereby enhancing the relevance and consistency of information about governments’ leasing activities. Principal payments are recorded over the term of the lease.

**Transfers in** – The Transfers in represents the Commission’s Local Transportation Fund allocation for planning and administration.

**EL DORADO COUNTY TRANSPORTATION COMMISSION**

Management's Discussion and Analysis  
June 30, 2025

**SPECIAL REVENUE FUNDS**

The Surface Transportation Block Grant Program (STBG) Fund Balance of \$202,812 is programmed to the City of Placerville's Cedar Ravine Intersection project.

Refer to the separate financial statements for management's discussion and analysis on the Local Transportation Fund, State Transit Assistance Fund, State of Good Repair Fund, Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program Special Revenue Funds.

**OVERALL WORK PROGRAM AND BUDGET**

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EDCTC considered many factors when developing the FY 2024/2025 budget. Considerations included funding from federal and state grants, Rural Planning Assistance Funds (RPA), State Transportation Improvement Program, Planning, Programming, and Monitoring (PPM) Funds, and the Transportation Development Act (TDA) Local Transportation Fund (LTF) apportionment. EDCTC relies primarily on federal and state grants, local programs, RPA, PPM and LTF to fund its activities. LTF funds are derived from a portion of state sales tax dollars and are allocated to EDCTC to be utilized for planning and administrative services. RPA funds are allocated to the rural Regional Transportation Planning Agencies (RTPA) and may only be used for specific planning and administrative activities within the RTPA. PPM funds are State funds that must be used for planning, programming, and monitoring activities within two years of the allocation.

The overall work program includes work elements that are grant funded. Each year, EDCTC applies for grant funding through the State of California Department of Transportation. The FY 2024/2025 OWP included three grant funded projects:

- 1) Next Generation Transportation Investments Strategy FY 2023/2024 Federal Transit Administration 5304 Grant
- 2) US 50 Camino Signage and Wayfinding – Access Mitigation Plan FY 2023/2024 Rural Planning Assistance Grant
- 3) Regional Transportation Plan Environmental Impact Report FY 2024/2025 Rural Planning Assistance Grant

**EL DORADO COUNTY TRANSPORTATION COMMISSION**

Management’s Discussion and Analysis  
June 30, 2025

**BUDGET (FINAL, AS AMENDED) VERSUS ACTUAL**

In May 2024, EDCTC adopted the FY 2024/2025 Overall Work Program and Budget (OWP) with a budget for operating expenses of \$1,817,387. EDCTC’s OWP was revised during the year to reflect adjustments based on final prior fiscal year-end adjustments, additions of awarded grant funding, and revisions to the work plan. The final amendment to the FY 2024/2025 OWP was approved in March 2025. The budget comparison and analysis is presented below:

	<b>2024/25 Final Budget</b>	<b>2024/25 Amend. 1</b>	<b>2024/25 Amend. 2</b>	<b>Difference between Final and Amend. 2</b>
<b>Operating Revenues</b>				
TDA Local Transportation Fund	\$ 730,000	\$ 730,000	\$ 730,000	\$ -
Other State and Federal	1,087,935	1,124,643	1,018,046	\$ (69,889)
Other Local Funds	1,500	1,500	1,500	\$ -
<b>Total Operating Revenues</b>	<b>\$ 1,819,435</b>	<b>\$ 1,856,143</b>	<b>\$ 1,749,546</b>	<b>\$ (69,889)</b>
<b>Operating Expenses</b>				
Salaries and Benefits	981,564	982,946	901,225	\$ (80,339)
Professional Services	684,500	719,073	699,073	\$ 14,573
Administrative Expenses	151,323	152,575	147,700	\$ (3,623)
<b>Total Operating Expenses</b>	<b>\$ 1,817,387</b>	<b>\$ 1,854,594</b>	<b>\$ 1,747,998</b>	<b>\$ (69,389)</b>

The Other State and Federal revenues in Amendment 2 decreased from the Final Budget due to a vacant position in the last half of the fiscal year.

Professional services contract remaining balances were estimated in the final budget. The actual remaining balance was corrected in Amendment 1 which increased professional services.

**ECONOMIC CONDITIONS**

For FY 2025/2026, it is expected that the majority of federal, state, and local fund sources will remain constant. Contingency Fund Reserves, comprised of carryover funding, available to supplement the work program and maintain a reserve to fund unexpected future costs and/or unanticipated revenue shortfalls, will be programmed in FY 2025/2026.

EDCTC will continue employing sound fiscal management, financial planning, investment management, budgeting, and internal financial controls. EDCTC considers these priorities to be an integral responsibility of the agency.

**EL DORADO COUNTY TRANSPORTATION COMMISSION**

Management's Discussion and Analysis  
June 30, 2025

**EL DORADO COUNTY TRANSPORTATION COMMISSION SCORECARD  
TRENDING**

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Refer to the attached scorecard trending report on page 11 which reflects the historical financial activity of the EDCTC for the actual FY 2019/2020 to budget FY 2025/2026.

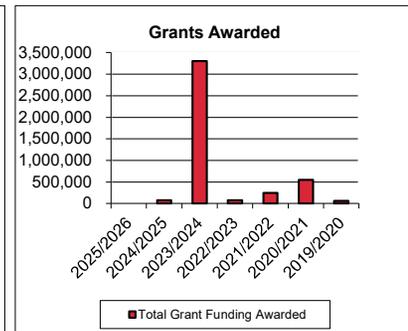
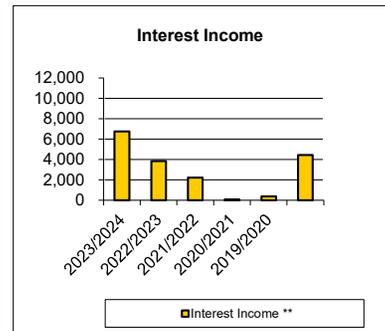
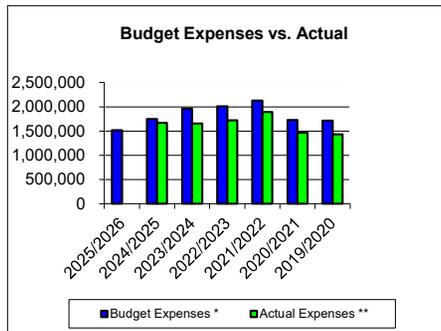
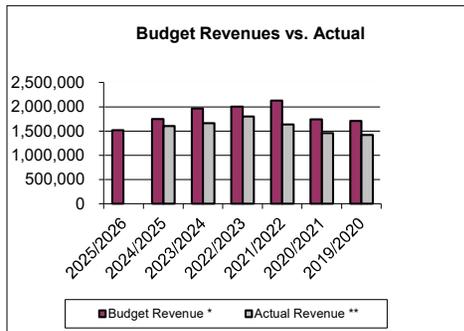
**REQUEST FOR INFORMATION**

This financial report is designed to provide the reader with a general overview of EDCTC's finances and to demonstrate EDCTC's accountability for funds it receives. If you have questions about this report or need additional financial information, please contact the Fiscal Officer, El Dorado County Transportation Commission, 2828 Easy Street, Suite 1, Placerville, California 95667.

**EL DORADO COUNTY TRANSPORTATION COMMISSION  
SCORECARD TRENDING**

* Per OWP	2025/2026	2024/2025	2023/2024	2022/2023	2021/2022	2020/2021	2019/2020
** Per Financial Statements	BUDGET	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL
<i>Does not include amounts for Contingency</i>							
Budget Revenue *	1,518,832	1,749,546	1,965,655	2,004,324	2,130,854	1,743,608	1,708,365
Actual Revenue **	0	1,607,347	1,661,197	1,803,843	1,640,732	1,463,052	1,421,244
<b>Budget vs. Actual Revenue</b>		<b>(142,199)</b>	<b>(304,458)</b>	<b>(200,481)</b>	<b>(490,122)</b>	<b>(280,556)</b>	<b>(287,121)</b>
<b>% Revenue vs. Budget</b>		<b>-8.1%</b>	<b>-15.5%</b>	<b>-10.0%</b>	<b>-23.0%</b>	<b>-16.1%</b>	<b>-16.8%</b>
Budget Expenses *	1,518,832	1,747,998	1,968,034	2,012,213	2,130,854	1,728,604	1,713,990
Actual Expenses **	0	1,670,945	1,659,655	1,724,579	1,890,863	1,470,131	1,434,684
<b>Budget vs. Actual Expenses</b>		<b>(77,053)</b>	<b>(308,379)</b>	<b>(287,634)</b>	<b>(239,991)</b>	<b>(258,473)</b>	<b>(279,306)</b>
<b>% Expenses vs. Budget</b>		<b>-4.4%</b>	<b>-15.7%</b>	<b>-14.3%</b>	<b>-11.3%</b>	<b>-15.0%</b>	<b>-16.3%</b>
Current Year Assets **	0	1,024,778	746,420	684,514	693,687	666,311	762,059
Prior Year Assets **	0	746,420	684,514	693,687	666,311	762,059	829,016
<b>Assets Gain/Losses</b>	<b>0</b>	<b>278,358</b>	<b>61,906</b>	<b>(9,173)</b>	<b>27,376</b>	<b>(95,748)</b>	<b>(66,957)</b>
<b>% Change in Assets</b>	<b>0.0%</b>	<b>27.2%</b>	<b>8.3%</b>	<b>-1.3%</b>	<b>3.9%</b>	<b>-14.4%</b>	<b>-8.8%</b>
Current Year Liabilities **	0	655,196	313,240	252,876	341,313	368,856	457,525
Prior Year Liabilities **	0	313,240	252,876	341,313	368,856	457,525	511,042
<b>Liabilities Gain/Losses</b>	<b>0</b>	<b>341,956</b>	<b>60,364</b>	<b>(88,437)</b>	<b>(27,543)</b>	<b>(88,669)</b>	<b>(53,517)</b>
<b>% Change in Liabilities</b>	<b>0.0%</b>	<b>52.2%</b>	<b>19.3%</b>	<b>-35.0%</b>	<b>-8.1%</b>	<b>-24.0%</b>	<b>-11.7%</b>
Interest Income **	0	6,745	3,856	2,218	71	370	4,459
<b>Total Investments/Interest</b>	<b>0</b>	<b>6,745</b>	<b>3,856</b>	<b>2,218</b>	<b>71</b>	<b>370</b>	<b>4,459</b>
Grants Awarded:							
Local Transportation Climate Adaptation Program*	0	0	3,000,000	0	0	0	0
SB1 - Road Maint/Rehab Acct (RMRA)	0	0	0	0	0	180,000	0
FHWA/FTA 5304	0	0	217,124	0	0	0	0
FHWA State Planning & Research	0	0	0	0	0	185,040	0
Partnership Planning	0	0	0	0	0	0	0
Sustainable Communities	0	0	0	0	0	0	0
SB1 - Sustainable Communities	0	0	0	0	0	0	0
State Highway Account (SHA)	0	0	0	75,000	250,000	175,000	30,000
Active Transportation Program	0	0	0	0	0	0	0
Rural Planning Assistance Grants	0	77,250	85,000	0	0	10,000	32,000
<b>Total Grant Funding Awarded</b>	<b>0</b>	<b>77,250</b>	<b>3,302,124</b>	<b>75,000</b>	<b>250,000</b>	<b>550,040</b>	<b>62,000</b>

\* Grant awarded to EDCTC and administered by the City of Placerville



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## EL DORADO COUNTY TRANSPORTATION COMMISSION

## STATEMENT OF NET POSITION

June 30, 2025

	Governmental Activities
<b>ASSETS</b>	
Current Assets:	
Cash and investments	\$ 617,453
Due from other governments	1,948,150
Prepaid expenses and other assets	3,915
Total Current Assets	<u>2,569,518</u>
Noncurrent Assets:	
Restricted cash and investments	16,390,120
Capital assets being depreciated/amortized, net	89,698
Net other postemployment benefits asset	34,435
Total Noncurrent Assets	<u>16,514,253</u>
TOTAL ASSETS	<u>19,083,771</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	
Pension plan	261,750
Other postemployment benefits plan	8,232
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>269,982</u>
<b>LIABILITIES</b>	
Current Liabilities:	
Accounts payable	20,968
Accrued payroll taxes and benefits	13,252
Unearned revenues	595,240
Contract retentions payable	25,736
Allocations payable to other governments	1,919,069
Compensated absences, due within one year	81,791
Lease liability, due within one year	46,317
Total Current Liabilities	<u>2,702,373</u>
Noncurrent Liabilities:	
Compensated absences, due in more than one year	54,527
Lease liability, due in more than one year	102,920
Net pension liability, due in more than one year	604,292
Total Noncurrent Liabilities	<u>761,739</u>
TOTAL LIABILITIES	<u>3,464,112</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>	
Pension plan	12,088
Other postemployment benefits plan	35,604
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>47,692</u>
<b>NET POSITION</b>	
Restricted	16,015,791
Unrestricted	<u>(173,842)</u>
TOTAL NET POSITION	<u>\$ 15,841,949</u>

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSPORTATION COMMISSION

STATEMENT OF ACTIVITIES

For the Year Ended June 30, 2025

	<u>Governmental Activities</u>
PROGRAM EXPENSES	
Planning and administration	\$ 1,651,826
Planning and administration - ZETCP	208,011
Transportation claimants	<u>7,570,335</u>
TOTAL PROGRAM EXPENSES	<u>9,430,172</u>
PROGRAM REVENUES	
Operating grants and contributions	<u>11,966,145</u>
NET PROGRAM EXPENSE	2,535,973
GENERAL REVENUES	
State shared revenue - sales tax	9,119,520
Interest income	426,994
Other revenues	<u>3,585</u>
TOTAL GENERAL REVENUES	<u>9,550,099</u>
CHANGE IN NET POSITION	12,086,072
Net position, beginning of year	<u>3,755,877</u>
NET POSITION, END OF YEAR	<u><u>\$ 15,841,949</u></u>

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSPORTATION COMMISSION

BALANCE SHEETS - GOVERNMENTAL FUNDS

June 30, 2025

	General Fund	Major Special Revenue Funds						Total Governmental Funds
	Planning and Administration	Surface Transportation Block Grant Program Fund	Local Transportation Fund	State Transit Assistance Fund	State of Good Repair Fund	TIRCP Fund	ZETCP Fund	
<b>ASSETS</b>								
Current Assets:								
Cash and investments	\$ 617,453							\$ 617,453
Due from other governments	185,916		\$ 1,229,075	\$ 452,247	\$ 80,912			1,948,150
Due from other funds	156,224							156,224
Prepaid costs and other assets	3,915							3,915
<b>Total Current Assets</b>	<b>963,508</b>		<b>1,229,075</b>	<b>452,247</b>	<b>80,912</b>			<b>2,725,742</b>
Noncurrent Assets:								
Restricted cash and investments	61,270	\$ 1,244,302	4,718,083	776	249,868	9,330,967	784,854	16,390,120
<b>Total Noncurrent Assets</b>	<b>61,270</b>	<b>1,244,302</b>	<b>4,718,083</b>	<b>776</b>	<b>249,868</b>	<b>9,330,967</b>	<b>784,854</b>	<b>16,390,120</b>
<b>TOTAL ASSETS</b>	<b>\$ 1,024,778</b>	<b>\$ 1,244,302</b>	<b>\$ 5,947,158</b>	<b>\$ 453,023</b>	<b>\$ 330,780</b>	<b>\$ 9,330,967</b>	<b>\$ 784,854</b>	<b>\$ 19,115,862</b>
<b>LIABILITIES</b>								
Current Liabilities:								
Accounts payable	\$ 20,968							\$ 20,968
Accrued payroll taxes and benefits	13,252							13,252
Unearned revenues	595,240							595,240
Contract retentions payable	25,736							25,736
Allocations payable to other governments		\$ 885,266	\$ 250,000	\$ 453,023	\$ 330,780			1,919,069
Due to other funds		156,224						156,224
<b>TOTAL CURRENT LIABILITIES</b>	<b>655,196</b>	<b>1,041,490</b>	<b>250,000</b>	<b>453,023</b>	<b>330,780</b>			<b>2,730,489</b>
<b>FUND BALANCE</b>								
Nonspendable	3,915							3,915
Restricted for:								
Operations reserve			240,000					240,000
Pedestrian and bikeway projects			263,291					263,291
Transportation projects		202,812	1,243,867					1,446,679
Zero-emission buses and infrastructure						\$ 9,330,967	\$ 784,854	10,115,821
Contingencies			3,950,000					3,950,000
Unrestricted	365,667							365,667
<b>TOTAL FUND BALANCE</b>	<b>369,582</b>	<b>202,812</b>	<b>5,697,158</b>			<b>9,330,967</b>	<b>784,854</b>	<b>16,385,373</b>
<b>TOTAL LIABILITIES AND FUND BALANCE</b>	<b>\$ 1,024,778</b>	<b>\$ 1,244,302</b>	<b>\$ 5,947,158</b>	<b>\$ 453,023</b>	<b>\$ 330,780</b>	<b>\$ 9,330,967</b>	<b>\$ 784,854</b>	<b>\$ 19,115,862</b>

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSPORTATION COMMISSION

RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEETS  
TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION

June 30, 2025

Fund balance - governmental funds, June 30, 2025	\$ 16,385,373
Amounts reported for governmental activities in the statement of net position are different from those reported in the governmental funds above because:	
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the governmental funds.	2,541
Lease liability, and related right of use asset, is not due and payable in the current period and therefore are not reported in the fund statements.	
Right of use asset	87,157
Lease liability	(149,237)
Pension and OPEB contributions subsequent to the valuation measurement date and other items will reduce the pension and OPEB liability in the future and are reported as deferred outflows of resources on the statement of net position.	
Pension plan	261,750
OPEB plan	8,232
Certain long-term assets and liabilities are not due and payable in the current period and, therefore, are not reported in the governmental funds:	
Compensated absences	(136,318)
Net pension liability	(604,292)
Net other postemployment benefits asset	34,435
Employee pension and OPEB differences to be recognized in the future as pension and OPEB expense are reported as deferred inflows of resources on the statement of net position.	
Pension plan	(12,088)
OPEB plan	(35,604)
Net position - governmental activities, June 30, 2025	<u><u>\$ 15,841,949</u></u>

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSPORTATION COMMISSION

STATEMENTS OF REVENUES, EXPENDITURES AND  
CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS

For the Year Ended June 30, 2025

	General Fund	Major Special Revenue Funds					ZETCP Fund	Total Governmental Funds
		Planning and Administration	Surface Transportation Block Grant Program Fund	Local Transportation Fund	State Transit Assistance Fund	State of Good Repair Fund		
<b>REVENUES:</b>								
Sales taxes			\$ 6,894,987	\$ 1,900,886	\$ 323,647			\$ 9,119,520
Other governmental revenue						\$ 9,085,857	\$ 971,781	10,057,638
State subvention allocation	\$ 451,063							451,063
State transportation improvement program	51,183							51,183
Freeway Service Patrol Income	183,380							183,380
Surface Transportation Block Grant Allocation	29,380							29,380
Other intergovernmental revenues	152,011							152,011
Interest income	6,745		141,225	5,697	7,133	245,110	21,084	426,994
Other	3,585							3,585
Surface Transportation Block Grant Program		\$ 1,041,490						1,041,490
<b>TOTAL REVENUES</b>	<b>877,347</b>	<b>1,041,490</b>	<b>7,036,212</b>	<b>1,906,583</b>	<b>330,780</b>	<b>9,330,967</b>	<b>992,865</b>	<b>21,516,244</b>
<b>EXPENDITURES:</b>								
Salaries and benefits	919,372							919,372
Professional services	450,555							450,555
Freeway Service Patrol	164,674							164,674
Rents, leases and building maintenance	14,691							14,691
Office and other operating	23,907							23,907
Memberships and publication	6,215							6,215
Local mileage and travel	5,569							5,569
Staff development	4,933							4,933
Communications	13,855							13,855
Insurance	9,434							9,434
Transportation services			4,280,859	1,906,583	330,780			6,518,222
Road maintenance		1,041,490						1,041,490
Planning and administration			10,623				208,011	218,634
Capital outlay	2,444							2,444
Debt service								
Principal	43,194							43,194
Interest and other charges	12,102							12,102
<b>TOTAL EXPENDITURES</b>	<b>1,670,945</b>	<b>1,041,490</b>	<b>4,291,482</b>	<b>1,906,583</b>	<b>330,780</b>		<b>208,011</b>	<b>9,449,291</b>
(DEFICIENCY) EXCESS OF REVENUES OVER EXPENDITURES	(793,598)		2,744,730			9,330,967	784,854	12,066,953
<b>OTHER FINANCING SOURCES (USES)</b>								
Transfers in	730,000							730,000
Transfers out			(730,000)					(730,000)
<b>TOTAL OTHER FINANCING SOURCES (USES)</b>	<b>730,000</b>		<b>(730,000)</b>					
<b>NET CHANGE IN FUND BALANCE</b>	<b>(63,598)</b>		<b>2,014,730</b>			<b>9,330,967</b>	<b>784,854</b>	<b>12,066,953</b>
Fund balance, beginning of year	433,180	202,812	3,682,428					4,318,420
<b>FUND BALANCE, END OF YEAR</b>	<b>\$ 369,582</b>	<b>\$ 202,812</b>	<b>\$ 5,697,158</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9,330,967</b>	<b>\$ 784,854</b>	<b>\$ 16,385,373</b>

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSPORTATION COMMISSION

RECONCILIATION OF THE GOVERNMENTAL FUNDS STATEMENTS OF REVENUES,  
EXPENDITURES AND CHANGES IN FUND BALANCES TO THE  
GOVERNMENT-WIDE STATEMENT OF ACTIVITIES

For the Year Ended June 30, 2025

Net change in fund balance - governmental funds	\$ 12,066,953
Amounts reported for governmental activities in the statement of activities are different because:	
Governmental funds report capital outlay as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense.	
Depreciation expense	(654)
Capital outlay	2,444
Lease payments reduce long-term liabilities in the statement of net position. Right of use asset is recorded in the statement of activities and is allocated over the life of the lease as amortization expense.	
Amortization - right of use asset	(43,579)
Principal payments on lease liability	43,194
Changes in certain expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.	
Change in compensated absences liability	65,180
Change in net pension liability and related deferred inflows and outflows	(51,475)
Change in net other postemployment benefits liability and related deferred inflows and outflows	4,009
	<hr/>
Change in net position - governmental activities	<u><u>\$ 12,086,072</u></u>

The accompanying notes are an integral part of these financial statements.

## EL DORADO COUNTY TRANSPORTATION COMMISSION

## NOTES TO THE FINANCIAL STATEMENTS

June 30, 2025

## NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The basic financial statements of the El Dorado County Transportation Commission (Commission) have been prepared in conformity with generally accepted accounting principles as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The more significant of the Commission's accounting policies are described below.

Description of Reporting Entity: The Commission was created pursuant to Section 29532(b) of the Government Code as a local transportation commission for the western slope of El Dorado County, excluding the portion of the County within the Tahoe Regional Planning Agency boundaries, on July 23, 1975. A Joint Exercise of Powers Agreement was signed between El Dorado County and the City of Placerville whereby the Commission would operate as a Joint Powers Agency pursuant to Section 6500 of the California Government Code and would be administratively separated from the County. The Commission's operations were separated from El Dorado County on January 1, 1994. The Commission's responsibilities include establishing rules and regulations to provide for administering transportation planning and allocating the Local Transportation Fund, State Transit Assistance Fund and State of Good Repair Fund in accordance with the applicable sections of the Government Code, Public Utilities Code and Administrative Code included within the Transportation Development Act as well as Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) Funds in accordance with Senate Bill (SB) 125. The Commission is also responsible for administering the regional transportation planning process, updating the Regional Transportation Plan and the Regional Transportation Improvement Program, working with the Sacramento Area Council of Governments to determine air quality conformity of transportation plans, programs and projects, administering the Freeway Service Patrol program and administering the Airport Land Use Commission of El Dorado County (the ALUC).

The Commission is composed of nine members: four appointed by the El Dorado County Board of Supervisors, three appointed by the City Council of Placerville, and two non-voting ex-officio members, one from the City of South Lake Tahoe and one from Caltrans.

The Commission has one blended component unit, the ALUC. The ALUC provides technical and advisory support on airport land use planning issues for the existing local County of El Dorado airport facilities. The ALUC is reported on a blended basis due to the governing body of the Commission serving as the governing body of the ALUC and the Commission being able to impose its will on the ALUC. The ALUC had no significant activity during the year ended June 30, 2025.

Basis of Presentation – Government-wide Financial Statements: The government-wide financial statements (i.e., the statement of net position and statement of activities) report information on all of the nonfiduciary activities of the primary government and its component units. For the most part, the effect of interfund activity has been removed from these statements.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as general revenues.

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Nonexchange revenues are

## EL DORADO COUNTY TRANSPORTATION COMMISSION

## NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

## NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

recognized when all eligibility requirements have been met. Cost reimbursement grant revenues are recognized when program expenses are incurred in accordance with program guidelines. When nonexchange revenues are received before eligibility requirements are met, they are reported as unearned revenue until earned. Sales tax revenue is recorded as revenue when the appropriation becomes effective which is in the same fiscal year as the sales taxes are collected by the State of California.

Basis of Presentation – Fund Financial Statements: The accounts of the Commission are organized on the basis of funds. A fund is a separate accounting entity with a self-balancing set of accounts. Each fund is established for the purpose of accounting for specific activities in accordance with applicable regulations, restrictions, or limitations. Major individual governmental funds are reported as separate columns in the fund financial statements. The Commission considers all of its Special Revenue Funds to be major funds.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Commission considers grant revenues to be available if they are collected within 180 days of the end of the current fiscal period. All other revenues are considered to be available if they are collected within 120 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual basis accounting, except for compensated absences and termination benefits, which are recorded only when payment is due. General capital asset acquisitions are reported as expenditures in governmental funds.

The Commission reports the following major governmental funds:

General Fund – The General Fund (Planning and Administration) is the general operating fund of the Commission and accounts for revenues collected to provide services and finance the fundamental operations of the Commission. The fund is charged with all costs of operations not reported in another fund.

Special Revenue Funds – Special Revenue Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. In its capacity as a Regional Transportation Planning Agency, the Commission is responsible for the administration of several special revenue funds which provide funding for transportation planning, transit operations, pedestrian and bicycle facilities and street and roads maintenance and improvements. The following Special Revenue Funds are considered to be major funds:

Surface Transportation Block Grant Program Fund: The Surface Transportation Block Grant Program Fund represents an apportionment under the Federal Transportation Bill whereby the Commission allocates funds to agencies for projects included in the adopted Federal Statewide Transportation Improvement Program.

Local Transportation Fund: The Local Transportation Fund represents revenues generated from a ¼ cent sales tax imposed by the State of California pursuant to the Transportation Development Act. Agencies file claims with the Commission for the monies and allocations are made for planning, transit, pedestrian, bicycle, streets and roads purposes. The Commission reviews the claims, determines the agency's eligibility to receive funds, and, upon approval, allocates the funds to the agencies.

## EL DORADO COUNTY TRANSPORTATION COMMISSION

## NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

## NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

State Transit Assistance Fund: The State Transit Assistance (STA) Fund represents revenues earned based on a portion of the State gasoline tax. Agencies file claims with the Commission for the monies and allocations are made solely for transit related projects.

State of Good Repair Fund: The State of Good Repair (SGR) Fund represents revenue generated from a portion of the new Transportation Improvement Fee on vehicle registrations created by Senate Bill 1, the Road Repair and Accountability Act of 2017. The fee is provided by the Commission to eligible agencies under the SGR Program. SGR fees are available for capital assistance to rehabilitate and modernize existing local transportation systems, including the purchase of new vehicles and the maintenance and rehabilitation of transit facilities and vehicles.

Transit and Intercity Rail Capital Program Fund: The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the State of California Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

Zero-Emission Transit Capital Program Fund: AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4,000,000,000 of funding from the State of California General Fund to the TIRCP over the next two fiscal years as well as \$910,000,000 of GGRF funding and \$190,000,000 of PTA funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP). SB 125 authorizes the use of ZETCP funding for zero-emission transit equipment, including, but not limited to, zero-emission vehicles and refueling infrastructure and to fund transit operating expenditures that prevent service reduction or elimination in order to maintain or increase ridership, including ensuring the safety and state of good repair of the vehicles and infrastructure necessary to operate service, as well as those that pay for free and reduced fare programs. Planning efforts necessary to implement one or more of the Innovative Clean Transit Plan efforts within the region, and planning expenses related to implementation of ridership recovery and retention strategies, may be programmed as operating expenses out of the PTA portion of funds disbursed to each planning agency.

Restricted Cash and Investments: The amount reported as restricted cash and investments consist of balances held in special revenue funds for specific transportation projects and funds deposited into a Section 115 plan trust.

Due from Other Governments: Due from other governments consists mainly of amounts due from state and federal agencies under grant agreements and other revenue sources. Management believes these amounts to be fully collectible and, accordingly, no allowance for doubtful accounts is required.

Capital Assets: Capital assets for governmental fund types of the Commission are not capitalized in the funds used to acquire or construct them. Capital acquisitions are reflected as expenditures in the governmental fund, and the related assets are reported in the government-wide financial statements at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at the acquisition value, which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date. Capital assets are defined as assets with an initial cost of \$1,000 or more and an estimated useful life in excess of one year. Provision is made for

## EL DORADO COUNTY TRANSPORTATION COMMISSION

## NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

## NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

depreciation by the straight-line method over the estimated useful lives of these individual assets, which range from three to ten years for office furniture and equipment and fifteen years for leasehold improvements. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Right-to-use lease assets are recognized at the lease commencement date and represent the Commission's right to use an underlying asset for the lease term. Right-to-use lease assets are measured at the initial value of the lease liability plus any payments made to the lessor before commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease term, plus any initial direct costs necessary to please the lease asset into service. Right-to-use assets are amortized over the shorter of the lease term or useful life of the underlying asset using the straight-line method.

Unearned Revenues: Unearned revenues arise when resources are received before the Commission has legal claim to them (i.e., when grant monies are received prior to the incurrence of qualifying expenses). Unearned revenues at June 30, 2025 in the General Fund mainly consisted of State Transportation Improvement Program (STIP) revenue and Surface Transportation Block Grant Program revenue received prior to the incurrence of qualifying expenses.

Compensated Absences: The Commission's personnel policy allows employees to accumulate earned but unused vacation and sick leave, which will be paid to employees upon separation from the Commission's service, subject to a vesting policy that ranges from 20% after five years of service up to 100% after 20 years of service and a maximum of 500 hours.

The Commission accrues 100% of vacation and the portion of sick leave available to be paid and the expected to be used for time-off. The cost of vacation and sick leave is recognized in the period earned by the employee in the government-wide statements. Amounts that are expected to be liquidated with expendable available financial resources, for example, as a result of employee resignations or retirements that are currently payable, are reported as expenditures and liability of the governmental fund that will pay it. Amounts not expected to be liquidated with expendable available financial resources represent a reconciling item between the fund and government-wide statements. No expenditure is reported in the governmental fund financial statements for these amounts.

Pension Plan: For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to the pension plan, and pension expense, information about the fiduciary net position of the Commission's California Public Employees' Retirement System (CalPERS) plan (Plan) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Other Postemployment Benefits (OPEB): For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPEB plan and additions to/deductions from the OPEB plan's fiduciary net position have been determined on the same basis. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Lease Liability: Lease liabilities represent the Commission's obligation to make lease payments arising from the lease. Lease liabilities are recognized at the lease commencement date based on the present

## EL DORADO COUNTY TRANSPORTATION COMMISSION

## NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

## NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

value of future lease payments expected to be made during the lease term. The present value of lease payments are discounted based on a borrowing rate determined by the Commission.

Fund Balance: In the fund financial statements, governmental funds report nonspendable, restricted, committed, assigned and unassigned balances.

Nonspendable Funds – Fund balance should be reported as nonspendable when the amounts cannot be spent because they are either not in spendable form, or are legally or contractually required to be maintained intact. Nonspendable balances are not expected to be converted to cash within the next operating cycle, which include prepaid costs.

Restricted Funds – Fund balance should be reported as restricted when constraints placed on the use of resources are either externally imposed by creditors, grantors, contributors, or laws or regulations of other governments, or imposed by law through constitutional provisions or enabling legislation. The purpose of each restriction is listed on the face of the balance sheet.

Committed Funds – Fund balance should be reported as committed when the amounts can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority, which is by resolution of the Commission. These amounts cannot be used for any other purpose unless the governing body modifies or removes the fund commitment.

Assigned Funds – Fund balance should be reported as assigned when the amounts are constrained by the government's intent to be used for specific purposes, but are neither restricted nor committed.

Unassigned Funds – Unassigned fund balance is the residual classification of the Commission's funds and includes all spendable amounts that have not been restricted, committed, or assigned to specific purposes.

Net Position: The government-wide financial statements present net position. Net position is categorized as the net investment in capital assets, restricted, committed and unrestricted.

Investment in Capital Assets – This category groups all capital assets into one component of net position. Accumulated depreciation reduces the balance in this category.

Restricted Net Position – This category presents external restrictions imposed by creditors, grantors, contributors, laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted Net Position – This category represents net position of the Commission not restricted for any project or other purpose.

When both restricted and unrestricted resources are available for use, it is the Commission's policy to use restricted resources first, then unrestricted resources as they are needed. When an expenditure is incurred for which committed, assigned or unassigned fund balances are available, the Commission considers amounts to have been spent first out of committed funds, then assigned funds, and finally unassigned funds, as needed, unless the Commission has provided otherwise in its commitment or assignment actions.

Deferred Outflows and Inflows of Resources: In addition to liabilities, the statement of net position reports separate sections for deferred outflows and deferred inflows of resources. *Deferred outflows of*

## EL DORADO COUNTY TRANSPORTATION COMMISSION

## NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

## NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

*resources* represent a consumption of net position by the government that is applicable to a future reporting period. *Deferred inflows of resources* represent an acquisition of net position that is applicable to a future reporting period. These amounts will not be recognized as an outflow of resources (expense) or an inflow of resources (revenue) until the earning process is complete. Deferred outflows and inflows of resources represent amounts deferred related to the Commission's pension and OPEB plan as described in Notes F and G.

Use of Estimates: The preparation of financial statements in accordance with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual amounts could differ from those estimates.

Budgetary Information: The Commissioners approve all budgeted revenues and expenditures for the General Fund. The Commission does not legally adopt annual budgets for the Surface Transportation Block Grant Program Fund, Local Transportation Fund, State Transit Assistance, State of Good Repair, TIRCP and ZETCP Special Revenue Funds. Budgeted revenues and expenditures represent the original budget, as approved by the Commissioners, and the final budget, which includes modifications of the original budget through amendments approved by either the Executive Director or the Commissioners during the year. Amendments which alter total expenditures within the General Fund require approval of the Commissioners.

New Pronouncements: In June 2022, the GASB issued Statement No. 101, *Compensated Absences*. This statement requires that liabilities for compensated absences be recognized for leave that has not been used that is attributable to services already rendered, accumulates and is more likely than not to be used for time off or paid in cash or settled through noncash means and leave that has been used but not paid in cash or settled through noncash means. The Commission implemented this Statement during the year ended June 30, 2025. The effect of this change was immaterial and net position has not been restated as a result.

In April 2024, the GASB issued Statement No. 103, *Financial Reporting Model Improvements*. This statement will implement changes to the financial reporting model including the Management's Discussion and Analysis, Unusual or Infrequent Items, presentation of the Proprietary Fund Statement of Revenues, Expenses and Changes in Fund Net Position, Major Component Unit Information, and Budgetary Comparison Information. The provisions of this Statement are effective for years ended June 30, 2026.

In October 2024, the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*, that requires certain types of assets to be disclosed separately in the note disclosures and establishes requirements for capital assets held for sale.

The Commission is currently analyzing the impact of the required implementation of these new statements.

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE B – CASH AND INVESTMENTS

At June 30, 2025, the Commission’s pooled cash and investments are classified in the accompanying financial statements as follows:

Governmental Activities	
Cash and investments	\$ 617,453
Restricted cash and investments	16,390,120
	<hr/>
Total cash and investments	<u>\$ 17,007,573</u>

The Commission’s cash and investments as of June 30, 2025 are as follows:

Bank deposits	\$ 1,861,755
County cash and investments pool	15,084,548
Investments held by pension trust CEPPT	61,270
	<hr/>
Total cash and investments	<u>\$ 17,007,573</u>

Investment Policy: California statutes, and the Joint Exercise of Powers Agreement establishing the Commission discussed in Note A, authorize governmental agencies to invest surplus funds in a variety of credit instruments as provided in the California Government Code, Section 53600, Chapter 4 – Financial Affairs. The Commission’s investment policy further limits its investments to bank deposits, including certificates of deposit, and investments in the Local Agency Investment Fund (LAIF).

Investment in the County of El Dorado Cash and Investments Pool: A portion of the Commission’s Special Revenue Funds cash and investments is invested in the County of El Dorado (the County) cash and investments pool, which is managed by the County Treasurer. On a monthly basis, the Treasurer allocates interest to participants based upon their average daily balances. Required disclosure information regarding categorization of investments and other deposit and investment risks applicable to the County’s cash and investments pool may be found in the County’s Annual Comprehensive Financial Report (ACFR). The County’s ACFR may be obtained by contacting the County of El Dorado Auditor-Controller’s Office at 360 Fair Lane, Placerville, CA.

The County’s Treasury Oversight Committee oversees the Treasurer’s investments and policies. The value of the pool shares in the County’s cash and investments pool that may be withdrawn is determined on an amortized cost basis, which is different than the fair value of the Commission’s position in the pool. Investments held in the County’s cash and investments pool are available on demand, and without restrictions, and are stated at amortized cost, which approximates fair value.

Investments in Pension Trust: The Commission established a Section 115 trust account with CalPERS entitled California Employer’s Pension Prefunding Trust (CEPPT) to hold assets that are legally restricted for use in administering the Commission’s pension plan. Trust account holders can select from two strategy options for investments. The Commission has invested in both the asset allocation Strategy 1 and 2 portfolios. Both portfolios seek to provide capital appreciation and income, but the Strategy 1 portfolio has a higher allocation to equities than bond.

Interest Rate Risk: Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. As of June 30, 2025, the weighted average maturity of the investment in the County’s cash and investments pool was approximately 627 days.

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE B – CASH AND INVESTMENTS (Continued)

Credit Risk: Generally credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The County’s cash and investments pool does not have a rating provided by a nationally recognized statistical rating organization.

Custodial Credit Risk: Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of a failure of the counter party (e.g. broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure public agency deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. Custodial credit risk does not apply to a local government’s indirect deposits or investment in securities through the use of governmental investment pools (such as the County’s cash and investments pool).

At June 30, 2025, the carrying amount of the Commission’s deposits was \$1,861,755 and the balance in financial institutions was \$1,866,362. Of the balance in financial institutions, \$250,000 was covered by federal depository insurance and \$1,616,362 was covered by the pledging financial institution with assets held in a common pool for the Commission and other governmental agencies, but not in the name of the Commission.

NOTE C – CAPITAL ASSETS

Capital asset activity consisted of the following for the year ended June 30, 2025:

	Balance June 30, 2024	Additions	Retirements	Balance June 30, 2025
Capital assets, being depreciated:				
Leasehold improvements	\$ 46,815			\$ 46,815
Office furniture and equipment	51,332	\$ 2,444	\$ (3,357)	50,419
Total capital assets, being depreciated	<u>98,147</u>	<u>2,444</u>	<u>(3,357)</u>	<u>97,234</u>
Intangible Right-to-Use assets:				
Leased building	305,050			305,050
Total capital assets, being depreciated/amortized	<u>403,197</u>	<u>2,444</u>	<u>(3,357)</u>	<u>402,284</u>
Accumulated depreciation:				
Leasehold improvements	(46,815)			(46,815)
Office furniture and equipment	(50,581)	(654)	3,357	(47,878)
Total accumulated depreciation	<u>(97,396)</u>	<u>(654)</u>	<u>3,357</u>	<u>(94,693)</u>
Accumulated amortization:				
Leased building	(174,314)	(43,579)		(217,893)
Total depreciation/amortization	<u>(271,710)</u>	<u>(44,233)</u>	<u>3,357</u>	<u>(312,586)</u>
Governmental activities capital assets, net	<u>\$ 131,487</u>	<u>\$ (41,789)</u>	<u>\$ -</u>	<u>\$ 89,698</u>

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE C – CAPITAL ASSETS (Continued)

Depreciation and amortization expense was \$44,233 during the year ended June 30, 2025, and was allocated entirely to planning and administration.

NOTE D – LONG-TERM LIABILITIES

Long-term liability activity consisted of the following for the year ended June 30, 2025:

	Balance July 1, 2024	Retirements	Balance June 30, 2025	Current Portion
Compensated absences	\$ 201,498	\$ (65,180)	\$ 136,318	\$ 81,791
Lease liability	192,431	(43,194)	149,237	46,317
Net pension liability	616,133	(11,841)	604,292	
	<u>\$ 1,010,062</u>	<u>\$ (120,215)</u>	<u>\$ 889,847</u>	<u>\$ 128,108</u>

NOTE E – LEASE LIABILITY

The Commission leases its administrative facility under a 2006 lease that has been extended through June 30, 2028. For the purposes of discounting future payments on the lease, the Commission used a discount rate of 7%, which represents the Commission’s estimated incremental borrowing rate. The total amount of lease assets for the year ended June 30, 2025 was \$305,050, and related accumulated amortization was \$217,893. The intangible right of use asset is being amortized over 7 years, the remaining term of the lease, including option periods. Amortization expense was \$43,579 and interest expense was \$12,102 during the year ended June 30, 2025. Minimum lease payments over the remaining term of the lease include:

Fiscal year ending June 30,	Principal	Interest
2026	\$ 46,317	\$ 8,979
2027	49,665	5,631
2028	53,255	2,041
	<u>\$ 149,237</u>	<u>\$ 16,651</u>

NOTE F – PENSION PLAN

Plan Description: All qualified permanent and probationary employees are eligible to participate in the Commission’s cost-sharing multiple employer defined benefit pension plan administered by the California Public Employees’ Retirement System (CalPERS). The Commission participates in the Miscellaneous Risk Pool and the following rate plans:

- Miscellaneous Rate Plan
- PEPRA Miscellaneous Rate Plan

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE F – PENSION PLAN (Continued)

Benefit provisions under the Plan are established by State statute and Commission resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website at [www.calpers.ca.gov](http://www.calpers.ca.gov).

Benefits Provided: CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to Plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 (52 for PEPRAs Miscellaneous Rate Plan) with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 5 years of service. The death benefit is one of the following: the 1959 Survivor Benefit level 4, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees’ Retirement Law.

The Plan’s provisions and benefits in effect at June 30, 2025, are summarized as follows:

	Miscellaneous	PEPRA Miscellaneous
	Prior to	On or after
Hire date	January 1, 2013	January 1, 2013
Benefit formula (at full retirement)	2.0% @ 55	2.0% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	1.43% to 2.42%	1.0% to 2.5%
Required employee contribution rate	7.00%	7.75%
Required employer contribution rate	12.52%	7.87%

In addition to the contribution rates above, the Commission was also required to make a payment of \$45,338 toward its unfunded actuarial liability during the year ended June 30, 2025. The Commission has one employee in the PEPRA Miscellaneous Rate Plan at June 30, 2025.

The Miscellaneous Rate Plan is closed to new members that are not already CalPERS participants.

Contributions: Section 20814(c) of the California Public Employees’ Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Commission is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

The contributions for the Plan were \$118,723 for the year ended June 30, 2025.

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources: As of June 30, 2025, the Commission reported a net pension liability for its proportionate share of the net pension liability of \$604,292.

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE F – PENSION PLAN (Continued)

The Commission’s net pension liability is measured as the proportionate share of the net pension liability. The net pension liability as of June 30, 2025 is measured as of June 30, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2023 rolled forward to June 30, 2024 using standard update procedures. The Commission’s proportion of the net pension liability was based on a projection of the Commission’s long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined.

The Commission’s proportionate share of the net pension liability for the Plan as of June 30, 2025 and 2024 was as follows:

	<u>Miscellaneous</u>
Proportion - June 30, 2025	0.01249%
Proportion - June 30, 2024	<u>0.01232%</u>
Change - Increase (Decrease)	0.00017%

For the year ended June 30, 2025, the Commission recognized pension expense of \$170,199 for the Plan. At June 30, 2025, the Commission reported deferred outflows of resources and deferred inflows of resources related to the Plan from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contributions subsequent to measurement date	\$ 118,723	
Differences between actual and expected experience	52,247	\$ (2,038)
Changes in assumptions	15,532	
Differences between the employer's contribution and the employer's proportionate share of contributions	6,301	(10,050)
Change in employer's proportion	34,159	
Net differences between projected and actual earnings on plan investments	<u>34,788</u>	
Total	<u>\$ 261,750</u>	<u>\$ (12,088)</u>

The amount reported as deferred outflows of resources related to contributions subsequent to the measurement date above will be recognized as a reduction of the net pension liability in the next fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

<u>Year Ended June 30</u>	
2026	\$ 52,185
2026	86,309
2028	4,367
2029	<u>(11,922)</u>
	<u>\$ 130,939</u>

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE F – PENSION PLAN (Continued)

Actuarial Assumptions: The total pension liability in the actuarial valuation for the Plan was determined using the following actuarial assumptions:

Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate (1)	6.90%
Inflation	2.30%
Projected Salary Increase	Varies by age and service
Mortality	Derived using CalPERS Membership Data for all Funds

(1) Net of pension plan investment expenses, including inflation

The mortality table was developed based on CalPERS-specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries. For more details, please refer to the 2021 experience study report that can be found on the CalPERS website.

Discount Rate: The discount rate used to measure the total pension liability was 6.90%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for the plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long-term expected discount rate is applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. Projected returns for all asset classes are estimated and, combined with risk estimates, are used to project compound (geometric) returns over the long term. The discount rate used to discount liabilities was informed by the long-term projected portfolio return.

The following table reflects the long-term expected real rate of return by asset class for the Plan. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE F – PENSION PLAN (Continued)

Asset Class	New Strategic Allocation	Real Return Years 1 - 10(a)
Global Equity - cap-weighted	30.00%	4.54%
Global Equity - non-cap-weighted	12.00%	3.84%
Private Equity	13.00%	7.28%
Treasury	5.00%	0.27%
Mortgage-backed Securities	5.00%	0.50%
Investment Grade Corporates	10.00%	1.56%
High Yield	5.00%	2.27%
Emerging Market Debt	5.00%	2.48%
Private Debt	5.00%	3.57%
Real Assets	15.00%	3.21%
Leverage	-5.00%	-0.59%
Total	100.0%	

(a) An expected inflation of 2.3% used for this period.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following presents the Commission’s proportionate share of the net pension liability for the Plan, calculated using the discount rate for the Plan, as well as what the Commission’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

	Miscellaneous
1% Decrease Net Pension Liability	5.90% \$ 1,094,253
Current Discount Rate Net Pension Liability	6.90% \$ 604,292
1% Increase Net Pension Liability	7.90% \$ 200,982

Pension Plan Fiduciary Net Position: Detailed information about the Plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

NOTE G – OTHER POSTEMPLOYMENT BENEFITS (OPEB)

Plan Description: The Commission provides an agent-multiple employer defined benefit postemployment healthcare benefits plan (the Plan). Benefit provisions are established and may be amended by the Commission. Healthcare benefits are provided to eligible retirees and their dependents through the California Public Employees’ Retirement System healthcare program (PEMHCA). The Plan is administered by CalPERS through the California Public Employers’ Retiree Benefit Trust (CERBT) Fund. The CERBT is a tax-qualified irrevocable trust organized under Internal Revenue Code Section 115 to administer retiree healthcare benefits and collectively invest plan assets of all trust members. CERBT issues financial statements that may be obtained from the CalPERS website at [www.calpers.ca.gov](http://www.calpers.ca.gov). The Commission’s Plan does not issue publicly available financial statements.

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE G – OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Benefits Provided: The Commission provides a retiree medical contribution for employees who retire within 120 days of separation from the Commission under CalPERS at 55 years of age and after 5 years of service. The Commission’s contribution is capped at the CalPERS Minimum Employer Contribution, which was \$1,896 for fiscal year 2025. Retirees may enroll in Commission sponsored medical plans and may cover dependents. The benefit continues to surviving spouses and dependents. No other benefits are offered.

Employees Covered by Benefit Terms: At June 30, 2025, the benefit terms covered the following employees:

Inactive employees or beneficiaries currently receiving benefit payments:	1
Inactive employees entitled to but not yet receiving benefit payment:	3
Active employees	<u>4</u>
Total	<u><u>8</u></u>

Contributions: The Commission’s contributions to the plan are actuarially determined. Employees pay the difference between the benefit they receive and the monthly premium. During the year ended June 30, 2025, the Commission’s benefit payments were \$3,208 and contributions to the trust were \$4,721.

Net OPEB Liability: The Commission’s net OPEB liability was measured as of June 30, 2025, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of June 30, 2025.

Actuarial Assumptions: The total OPEB liability at June 30, 2025 was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.50%
Payroll growth	2.75% per year
Investment rate of return	6.75%
Discount rate	6.75%
Pre-retirement turnover	Derived using CalPERS membership data
Healthcare trend rate	4.00%
Mortality rate	Derived using CalPERS membership data

The mortality assumptions are based on the 2021 CalPERS Mortality for Miscellaneous and Schools Employees table created by CalPERS. The discount rate and healthcare trend rates were not changed from the rates used at the June 30, 2024 measurement date.

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of the arithmetic real rates of return for each major asset class are summarized in the following table:

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE G – OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Asset Class	Target Allocation	Long-term Expected Rate of Return
Global equity	49.0%	7.25%
Fixed income	23.0%	4.25%
Treasury inflation protection securities	5.0%	3.00%
Commodities	3.0%	7.25%
Real estate investment trusts	20.0%	7.25%
Total	100.0%	

Discount Rate: The discount rate used to measure the total OPEB liability was 6.75% at June 30, 2025. This rate is the expected long-term rate of return on Commission assets using investment strategy 1 within the CERBT. The projection of cash flows used to determine the discount rate assumed that the Commission’s contribution will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan’s fiduciary net position was projected to cover all future OPEB payments. Therefore, the discount rate was set equal to the long-term expected rate of return.

	<b>Changes in the Net OPEB Liability/(Asset)</b>		
	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability/(Asset)
Balance at June 30, 2024	\$ 147,054	\$ 156,367	\$ (9,313)
Changes for the year:			
Service cost	8,867		8,867
Interest	10,117		10,117
Net investment income		10,710	(10,710)
Differences between expected and actual	(16,923)		(16,923)
Changes in assumptions			-
Contributions			
Employer - Commission's contribution		4,721	(4,721)
Investment Gains/(Losses)		8,666	(8,666)
Benefit payments, including refunds of employee contributions		3,208	(3,208)
Expected benefit payments from employer	(3,208)	(3,208)	
Administrative expenses		(122)	122
Net changes	(1,147)	23,975	(25,122)
Balance at June 30, 2025	\$ 145,907	\$ 180,342	\$ (34,435)

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE G – OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate: The net OPEB liability (asset) of the Commission, as well as what the Commission’s net OPEB liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher follows:

	<u>1% Decrease</u>	<u>Discount Rate</u>	<u>1% Increase</u>
	5.75%	6.75%	7.75%
Net OPEB liability (asset)	\$ (17,232)	\$ (34,435)	\$ (49,213)

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates: The net OPEB liability (asset) of the Commission, as well as what the Commission’s net OPEB liability (asset) would be if it were calculated using healthcare cost trend rates that are one percentage point lower or one percentage point higher than current healthcare cost trend rates follows:

	<u>1% Decrease</u>	<u>Trend Rates</u>	<u>1% Increase</u>
	3.00%	4.00%	5.00%
Net OPEB liability (asset)	\$ (53,573)	\$ (34,435)	\$ (11,540)

OPEB Plan Fiduciary Net Position: Detailed information about the OPEB plan’s fiduciary net position is available in the separately issued CERBT financial report at [www.calpers.ca.gov](http://www.calpers.ca.gov).

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources: For the year ended June 30, 2025, the Commission recognized OPEB expense of \$3,920. At June 30, 2025, the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between actual and expected experience	\$ 628	\$ (29,576)
Changes in assumptions	7,604	(760)
Net differences between projected and actual earnings on plan investments		<u>(5,268)</u>
Total	<u>\$ 8,232</u>	<u>\$ (35,604)</u>

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

NOTE G – OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Fiscal year ending June 30,	
2026	\$ (1,173)
2027	(7,299)
2028	(6,845)
2029	(5,720)
2030	(3,326)
Thereafter	<u>(3,009)</u>
	<u>\$ (27,372)</u>

Recognition of Deferred Outflows and Deferred Inflows of Resources: Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense.

The recognition period differs depending on the source of the gain or loss. The net difference between projected and actual earnings on OPEB plan investments is recognized over 5 years. All other amounts are recognized over the expected average remaining service lifetime (EARSL), which was 7.3 years at June 30, 2025.

NOTE H – INTERFUND TRANSFERS

Interfund transfers are used to move revenues from a fund that is required by statute to receive them to a fund that statute or budget requires to expend them. During the fiscal year, the Local Transportation Fund transferred \$730,000 to the Planning Administration Fund as part of the annual allocation of local transportation funds to support transportation planning and Transportation Development Act administration. The ZETCP Fund transferred \$208,011 to the Planning and Administration Fund for activities related to the ZETCP program.

Amounts due to the Planning and Administration Fund from the Surface Transportation Block Grant Program (STBGP) Fund for \$156,224 represents the Commission’s allocation of STBGP funds not yet transferred as of June 30, 2025.

NOTE I – CONTINGENCIES

Grant Contingency: The Commission receives grant funding for specific purposes that are subject to review and audit by the granting agencies. Such audits could result in a request for reimbursement for expenditures disallowed under the terms and conditions of the contracts. Management is of the opinion that no material liabilities will result from such potential audits.

## EL DORADO COUNTY TRANSPORTATION COMMISSION

## NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2025

## NOTE I – CONTINGENCIES (Continued)

Concentration: The Commission receives a significant amount of its General Fund revenues from LTF and state subvention funds. A loss of these revenue sources would have a significant impact on the Commission's activities.

## NOTE J – RISK FINANCING

The Commission is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; and natural disasters. These risks are covered by commercial insurance purchased from independent third parties. Settled claims from these risks have not exceeded commercial insurance coverage for the past three years. There were no significant reductions in insurance coverage from coverage in the prior year.

## NOTE K – SUBSEQUENT EVENT

As provided for by Senate Bill 125 and Assembly Bill 102, appropriations were made to the State budget to provide funding for the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emissions Transit Capital Program (ZETCP). The Commission's share of the funding under these programs is \$20,801,115 to cover fleet conversion for El Dorado County Transit Authority, of which \$10,057,638 has been received as of June 30, 2025. This funding is expected to be received over the next four fiscal years.

**REQUIRED SUPPLEMENTARY INFORMATION**

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## EL DORADO COUNTY TRANSPORTATION COMMISSION

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
BUDGET AND ACTUAL - GENERAL FUND

For the Year Ended June 30, 2025

	Budgeted Amounts		Actual Amounts	Variance With Final Budget
	Original	Final		
<b>REVENUES:</b>				
State subvention allocation	\$ 456,750	\$ 472,737	\$ 451,063	\$ (21,674)
State transportation improvement program	108,000	74,000	51,183	(22,817)
Freeway Service Patrol Income	200,103	205,762	183,380	(22,382)
Surface Transportation Block Grant Allocation	116,889	61,104	29,380	(31,724)
Other intergovernmental revenues	206,193	204,443	152,011	(52,432)
Interest income			6,745	6,745
Other	1,500	1,500	3,585	2,085
<b>TOTAL REVENUES</b>	<b>1,089,435</b>	<b>1,019,546</b>	<b>877,347</b>	<b>(142,199)</b>
<b>EXPENDITURES:</b>				
Salaries and benefits	981,564	901,225	919,372	(18,147)
Professional services	503,500	518,073	450,555	67,518
Freeway Service Patrol	181,000	181,000	164,674	16,326
Leases and building maintenance	70,979	70,979	14,691	56,288
Office and other operating	29,052	26,104	23,907	2,197
Memberships and publication	8,900	8,900	6,215	2,685
Local mileage and travel (staff and Commissioners)	10,500	11,000	5,569	5,431
Staff development	9,000	7,495	4,933	2,562
Communications	13,992	14,322	13,855	467
Insurance	8,900	8,900	9,434	(534)
Capital outlay			2,444	(2,444)
Debt Service:				
Principal			43,194	(43,194)
Interest and other charges			12,102	(12,102)
<b>TOTAL EXPENDITURES</b>	<b>1,817,387</b>	<b>1,747,998</b>	<b>1,670,945</b>	<b>77,053</b>
<b>(DEFICIENCY) EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(727,952)</b>	<b>(728,452)</b>	<b>(793,598)</b>	<b>(65,146)</b>
<b>OTHER FINANCING SOURCES</b>				
Transfers in	730,000	730,000	730,000	
<b>TOTAL OTHER FINANCING SOURCES</b>	<b>730,000</b>	<b>730,000</b>	<b>730,000</b>	
<b>NET CHANGE IN FUND BALANCE</b>	<b>2,048</b>	<b>1,548</b>	<b>(63,598)</b>	<b>(65,146)</b>
Fund balance, beginning of year	433,180	433,180	433,180	
<b>FUND BALANCE, END OF YEAR</b>	<b>\$ 435,228</b>	<b>\$ 434,728</b>	<b>\$ 369,582</b>	<b>\$ (65,146)</b>

The accompanying notes are an integral part of these financial statements.

EL DORADO COUNTY TRANSPORTATION COMMISSION

REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2025

SCHEDULE OF THE PROPORTIONATE SHARE OF THE NET PENSION LIABILITY - MISCELLANEOUS PLAN (UNAUDITED)  
Last Ten Fiscal Years

	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016
Proportion of the net pension liability	0.01249%	0.01232%	0.01196%	0.01074%	0.01074%	0.01018%	0.00972%	0.00976%	0.00925%	0.00912%
Proportionate share of the net pension liability	\$ 604,292	\$ 616,133	\$ 559,540	\$ 153,852	\$ 452,953	\$ 407,671	\$ 366,155	\$ 384,784	\$ 321,218	\$ 250,082
Covered payroll - measurement period	\$ 643,691	\$ 592,972	\$ 505,635	\$ 504,064	\$ 498,274	\$ 496,150	\$ 457,543	\$ 511,113	\$ 559,191	\$ 515,549
Proportionate share of the net pension liability as a percentage of covered payroll	93.88%	103.91%	110.66%	30.52%	90.90%	82.17%	80.03%	75.28%	57.44%	48.51%
Plan fiduciary net position as a percentage of the total pension liability	83.36%	80.63%	81.03%	94.09%	81.24%	81.48%	81.58%	78.49%	78.11%	78.40%
Notes to Schedule:										
Reporting valuation date	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2013
Reporting measurement date	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2014

Change in Benefit Terms: The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014 as they have minimal cost impact.

Changes in assumptions: The discount rate was changed from 7.50% in 2015, to 7.65% in 2016 and 2017, 7.15% in the 2018 valuations and 6.90% in the 2021 valuation.

Omitted years: GASB Statement No. 68 was implemented during the year ended June 30, 2015. No information was available prior to this date.

SCHEDULE OF CONTRIBUTIONS TO THE PENSION PLAN - MISCELLANEOUS PLAN (UNAUDITED)  
Last 10 Years

	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016
Contractually required contribution (actuarially determined)	\$ 118,723	\$ 111,925	\$ 99,954	\$ 84,873	\$ 89,267	\$ 81,444	\$ 72,053	\$ 61,314	\$ 62,891	\$ 63,092
Contributions in relation to the actuarially determined contributions	(118,723)	(111,925)	(119,954)	(84,873)	(89,267)	(81,444)	(72,053)	(61,314)	(62,891)	(63,092)
Contribution deficiency (excess)	\$ -	\$ -	\$ (20,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll - fiscal year	\$ 617,566	\$ 643,691	\$ 592,972	\$ 505,635	\$ 504,064	\$ 498,274	\$ 496,150	\$ 457,543	\$ 511,113	\$ 559,191
Contributions as a percentage of covered - employee payroll	19.22%	17.39%	16.86%	16.79%	17.71%	16.35%	14.52%	13.40%	12.30%	11.28%
Notes to Schedule:										
Contribution valuation date	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013

Methods and assumptions used to determine contribution rates:

Actuarial method	Entry age normal									
Amortization method	Level percentage of payroll, closed									
Remaining amortization period	Varies by rate plan, not more than 30 years									
Asset valuation method	Market Value									
Discount rate	6.80%	6.80%	7.00%	7.00%	7.25%	7.375%	7.50%	7.50%	7.50%	7.50% <sup>(1)</sup>
Inflation	2.30%	2.30%	2.50%	2.50%	2.50%	2.625%	2.75%	2.75%	2.75%	2.75%
Payroll growth	2.80%	2.80%	2.75%	2.75%	2.875%	3.00%	3.00%	3.00%	3.00%	3.00%
Salary increases	Varies by entry age and service									
Retirement age	50-67 years. Probabilities of retirement are based on the most recent CalPERS Experience Study.									
Mortality	Most recent CalPERS Experience Study									

<sup>(1)</sup> Net of administrative expenses, includes inflation.

Omitted years: Since GASB Statement No. 68 was implemented during the year ended June 30, 2015, no information was available prior to this date. Information will be added prospectively as it becomes available until 10 years are reported.

EL DORADO COUNTY TRANSPORTATION COMMISSION

REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2025

SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS (UNAUDITED)  
Last Ten Fiscal Years

	2025	2024	2023	2022	2021	2020	2019	2018
Total OPEB liability								
Service cost	\$ 8,867	\$ 8,630	\$ 11,616	\$ 10,977	\$ 10,675	\$ 10,671	\$ 9,098	\$ 8,833
Interest	10,117	9,071	10,210	9,498	7,574	6,458	5,384	3,482
Differences between expected and actual experience	(16,923)		(24,075)	(927)	2,414	(698)	4,539	
Changes in assumptions			11,371	281	7,176	(2,471)	(2,388)	
Benefit payments	(3,208)	(1,440)	(6,179)	(1,752)	(1,136)			(537)
Implied subsidy credit				(2,548)	(2,241)	(1,026)	(2,821)	(1,354)
Net change in total OPEB liability (asset)	(1,147)	16,261	2,943	15,529	24,462	12,934	13,812	10,424
Total OPEB liability - beginning	147,054	130,793	127,850	112,321	87,859	74,925	61,113	50,689
Total OPEB liability - ending (a)	<u>\$ 145,907</u>	<u>\$ 147,054</u>	<u>\$ 130,793</u>	<u>\$ 127,850</u>	<u>\$ 112,321</u>	<u>\$ 87,859</u>	<u>\$ 74,925</u>	<u>\$ 61,113</u>
Plan fiduciary net position								
Net investment income	\$ 10,710	\$ 9,362	\$ 7,171	\$ (18,329)	\$ 29,788	\$ 3,707	\$ 10,860	\$ 6,167
Contributions								
Employer - Commission's contribution	4,721	5,522	11,468		1,136			
Employer - implicit subsidy				2,548	2,241	1,026		
Expected benefit payments from employer	(3,208)	(1,440)	(6,179)					
Investment Gains/(Losses)	8,666	5,609	553					
Benefit payments	3,208	1,440	6,179	(1,752)	(1,136)			(537)
Implicit rate subsidy credit				(2,548)	(2,241)	(1,026)		
Administrative expense	(122)	(120)	(102)	(67)	(44)	(52)	(49)	(39)
Other				(1,135)			14,330	
Net change in plan fiduciary net position	23,975	20,373	19,090	(21,283)	29,744	3,655	25,141	5,591
Plan fiduciary net position - beginning of year	156,367	135,994	116,904	138,187	108,443	104,788	79,647	74,056
Plan fiduciary net position - end of year (b)	<u>\$ 180,342</u>	<u>\$ 156,367</u>	<u>\$ 135,994</u>	<u>\$ 116,904</u>	<u>\$ 138,187</u>	<u>\$ 108,443</u>	<u>\$ 104,788</u>	<u>\$ 79,647</u>
Net OPEB liability (asset) - end of year = (a)-(b)	<u>\$ (34,435)</u>	<u>\$ (9,313)</u>	<u>\$ (5,201)</u>	<u>\$ 10,946</u>	<u>\$ (25,866)</u>	<u>\$ (20,584)</u>	<u>\$ (29,863)</u>	<u>\$ (18,534)</u>
Plan fiduciary net position as a percentage of the total OPEB liability	<u>123.60%</u>	<u>106.33%</u>	<u>103.98%</u>	<u>91.44%</u>	<u>123.03%</u>	<u>123.43%</u>	<u>139.86%</u>	<u>130.33%</u>
Covered-employee payroll - measurement period	<u>\$ 617,566</u>	<u>\$ 643,691</u>	<u>\$ 592,972</u>	<u>\$ 506,588</u>	<u>\$ 487,238</u>	<u>\$ 509,794</u>	<u>\$ 496,150</u>	<u>\$ 511,113</u>
Net OPEB asset as percentage of covered payroll	<u>-5.58%</u>	<u>-1.45%</u>	<u>-0.88%</u>	<u>2.16%</u>	<u>-5.31%</u>	<u>-4.04%</u>	<u>-6.02%</u>	<u>-3.63%</u>
Notes to Schedule:								
Valuation date	June 30, 2025	June 30, 2023	June 30, 2023	June 30, 2021	June 30, 2021	June 30, 2019	June 30, 2019	July 1, 2017
Measurement period - fiscal year ended	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2017
Changes in assumptions: Discount rate changes	6.75%	6.75%	6.75%	7.82%	7.84%	7.82%	7.59%	7.00%

Omitted years: GASB Statement No. 75 was implemented during the year ended June 30, 2018. No information was available prior to this date. Information will be added prospectively as it becomes available until 10 years are reported.

EL DORADO COUNTY TRANSPORTATION COMMISSION

REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2025

SCHEDULE OF CONTRIBUTIONS TO THE OPEB PLAN (UNAUDITED)  
Last Ten Fiscal Years

	2025	2024	2023	2022	2021	2020	2019	2018
Actuarially determined contribution - employer fiscal year	\$ 1,106	\$ 8,630	\$ 13,268	\$ 9,194	\$ 11,510	\$ 1,026	\$ 2,821	\$ 1,354
Contributions in relation to the actuarially determined contributions	(7,929)	(1,260)	(13,268)	(2,548)	(3,377)	(1,026)	(2,821)	(1,354)
Contribution deficiency (excess)	<u>\$ (6,823)</u>	<u>\$ 7,370</u>	<u>\$ -</u>	<u>\$ 6,646</u>	<u>\$ 8,133</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered-employee payroll	<u>\$ 617,566</u>	<u>\$ 643,691</u>	<u>\$ 592,972</u>	<u>\$ 506,588</u>	<u>\$ 487,238</u>	<u>\$ 509,794</u>	<u>\$ 496,150</u>	<u>\$ 511,113</u>
Contributions as a percentage of covered payroll	0.18%	1.34%	2.24%	0.50%	0.69%	0.20%	0.57%	0.26%

**Notes to Schedule:**

Valuation date	June 30, 2025	June 30, 2023	June 30, 2023	June 30, 2021	June 30, 2021	June 30, 2019	June 30, 2019	June 30, 2017
Measurement date	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	July 1, 2017

Methods and assumptions used to determine contribution rates:

Actuarial cost method				Entry-age normal cost				
Amortization method				Level percentage of payroll				
Amortization period	23	24	24	20	20	18	19	20
Asset valuation method							Market value	
Inflation	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Healthcare cost trend rates:								
Initial rate	4.00%	4.00%	2.75%	6.50%	6.50%	6.50%	7.00%	7.00%
Rate trending down to				4.04%	4.04%	3.84%	4.73%	3.94%
Payroll growth	2.75%	2.75%	2.75%	2.75%	2.75%	2.75%	2.75%	3.00%
Discount rate	6.75%	6.75%	6.75%	7.82%	7.84%	7.82%	7.59%	7.00%
Investment rate of return	6.75%	6.75%	6.75%	5.85%	5.85%	7.82%	7.59%	7.00%
Mortality				Derived using CalPERS membership data				
Retirement age				Derived using CalPERS membership data				

Omitted years: GASB Statement No. 75 was implemented during the year ended June 30, 2018. No information was available prior to this date. Information will be added prospectively as it becomes available until 10 years are reported.

**SUPPLEMENTARY INFORMATION**

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## EL DORADO COUNTY TRANSPORTATION COMMISSION

## SCHEDULE OF INDIRECT AND DIRECT EXPENSES - ACCRUAL BASIS

For the Year Ended June 30, 2025

	Direct Expenses	Indirect Expenses	Total Expenses
Salaries and benefits:			
Salaries and wages	\$ 346,066	\$ 152,159	\$ 498,225
Fringe benefits	240,698	115,269	355,967
OPEB expense adjustment	(4,009)		(4,009)
Pension expense adjustment	51,475		51,475
Total salaries and benefits	<u>634,230</u>	<u>267,428</u>	<u>901,658</u>
Professional services:			
Planning	281,298		281,298
Sacramento Area Council of Governments	100,000		100,000
Freeway Service Patrol	164,674		164,674
Legal		4,043	4,043
Accounting		4,340	4,340
Independent auditor	18,000	17,800	35,800
Other	25,074		25,074
Total professional services	<u>589,046</u>	<u>26,183</u>	<u>615,229</u>
Rents, leases and building maintenance:			
Buildings		12,292	12,292
Equipment		2,399	2,399
Total rents and leases		<u>14,691</u>	<u>14,691</u>
Office and other operating:			
Office expenses - general	488	4,100	4,588
Maintenance - equipment		19,169	19,169
Postage		150	150
Total office and other operating	<u>488</u>	<u>23,419</u>	<u>23,907</u>
Memberships and publications:			
Memberships and dues	5,567	300	5,867
Publications and legal notices	149	199	348
Total memberships and publications	<u>5,716</u>	<u>499</u>	<u>6,215</u>
Other operating:			
Local mileage and travel	5,541	28	5,569
Depreciation and amortization		654	654
Lease asset amortization		43,579	43,579
Debt service interest payment		12,102	12,102
Staff development	4,595	338	4,933
Communications		13,855	13,855
Insurance		9,434	9,434
Total other operating	<u>10,136</u>	<u>79,990</u>	<u>90,126</u>
TOTAL OPERATING EXPENSES	<u>\$ 1,239,616</u>	<u>\$ 412,210</u>	<u>\$ 1,651,826</u>

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**COMPLIANCE REPORTS**

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL  
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF  
FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING  
STANDARDS* AND THE TRANSPORTATION DEVELOPMENT ACT

El Dorado County Transportation Commission  
Placerville, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the El Dorado County Transportation Commission (the Commission) as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated November 20, 2025.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Commission's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Commission's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Commission's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material

## El Dorado County Transportation Commission

effect on the financial statements. Our audit was further made to determine that Transportation Development Act Funds allocated and received by the Commission were expended in conformance with the applicable statutes, rules and regulations of the Transportation Development Act, Section 6661 and 6662 of the California Code of Regulations, SB125 and other State regulations. The results of performing these tasks disclosed no instances of noncompliance with the applicable statutes, rules and regulations of the Transportation Development Act. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Richardson & Company, LLP*

November 20, 2025



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## GOVERNANCE LETTER

To the Commissioners  
El Dorado County Transportation Commission  
Placerville, California

We have audited the financial statements of governmental activities and major funds of the El Dorado County Transportation Commission (the Commission) for the year ended June 30, 2025. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards* as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our engagement letter. Professional standards also require that we communicate to you the following information related to our audit.

### Our Responsibilities under U.S. Generally Accepted Auditing Standards and *Government Auditing Standards*

As stated in our engagement letter dated August 13, 2024, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

As part of our audit, we considered the internal control of the Commission. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we also performed tests of the Commission's compliance with certain provisions of laws, regulations, contracts and grants. However, providing an opinion on compliance with those provisions is not an objective of our audit.

### Planned Scope and Timing of the Audit

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit involved judgment about the number of transactions to be examined and the areas to be tested.

Our audit included obtaining an understanding of the entity and its environment, including the system of internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Material misstatements may result from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. We noted no internal control issues as a result of our audit.

To the Commissioners  
El Dorado County Transportation Commission

We are required by the audit standards to identify potential risks of material misstatement during the audit process. We have identified the following significant risks of material misstatement as part of our audit planning: Management override of internal control and revenue recognition. These are the areas that the audit standards require at a minimum to be identified as significant risks. However, no such items were noted during our audit.

We performed the audit according to the planned scope previously communicated to you in our engagement letter dated August 13, 2024.

#### Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Commission are described in Note A to the financial statements. The Commission implemented GASB Statement No. 101, *Compensated Absences*, which resulted in the Commission being required to accrue sick leave expected to be used for time-off as part of the compensated absences liability in fiscal year 2024/2025. Previously, all earned sick leave was accrued. Implementation of GASB No. 101 was not material so previous year's amounts were not restated. The application of existing policies was not changed during fiscal year 2024/2025. We noted no transactions entered into by the Commission during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements include the current portion of the compensated absence liability, grant receivables, indirect cost allocation, discount rate used to calculate the lease asset and liability, the net pension liability and the net other postemployment benefits asset. The net other postemployment benefits asset and net pension liability were determined by actuarial valuations. We evaluated the key factors and assumptions and data used to develop these estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent and clear.

#### Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

#### Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. An adjustment was proposed to correct the pension deferred inflow/outflow. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in aggregate, to the financial statements taken as a whole.

#### Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial

To the Commissioners  
El Dorado County Transportation Commission

statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

#### Management Representations

We have requested certain representations from management that are included in the management representation letter dated November 20, 2025.

#### Management Consultations With Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Commission's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

#### Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Commission's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

#### Other Matters

We applied certain limited procedures to the required supplementary information (RSI) listed in the table of contents, which are RSI that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Direct and Indirect Expenses – Accrual Basis, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with the accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

#### Restriction on Use

This information is intended solely for the information use of the Commission and management of the Commission and is not intended to be, and should not be, used by anyone other than these specified parties.

*Richardson & Company, LLP*

November 20, 2025

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**CONSENT CALENDAR****STAFF REPORT**

**DATE:** DECEMBER 4, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** SHANNON THAGGARD, ASSOCIATE TRANSPORTATION PLANNER  
**SUBJECT:** SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL APPOINTMENTS

---

**REQUESTED ACTION**

By motion, authorize the Executive Director to appoint members to fill six current vacancies to the Social Services Transportation Advisory Council (SSTAC) for a three-year term.

**BACKGROUND**

In accordance with the Transportation Development Act Statutes (TDA) and California Code of Regulations, it is the responsibility of the EDCTC, as the Regional Transportation Planning Agency (RTPA), to appoint members to the SSTAC. The members of the SSTAC shall represent social services agencies, transit users, and other members that the RTPA considers appropriate.

As the administrator of TDA funds for the west slope of El Dorado County, EDCTC is charged with performing the annual Unmet Transit Needs process. As an advisory body to the EDCTC, the primary responsibility of the SSTAC is to review potential unmet transit needs in the County. The SSTAC's additional responsibilities are to identify potential transit needs and/or ways to improve the efficiency and effectiveness of the existing transit service. The SSTAC's secondary responsibilities may include the following:

- Advise the EDCTC on any major transit issues, including the coordination and consolidation of specialized transportation services;
- Receive and document information regarding transit needs at public meetings and/or hearings, and disseminate that to their constituents;
- Review productivity for new EDCTA service using EDCTA's performance measures;
- Serve on an ad-hoc basis on various committees, such as the Short- and Long-Range Transit Plan Advisory Committee;
- Participate in various transit-related studies (Coordinated Human Services Transportation Plan, Triennial Performance Audit, Short- and Long-Range Transit Plan, etc.);
- Advocate for transportation alternatives for those in their region and/or segments of the population and represent those constituents at the SSTAC or EDCTA Transit Advisory Committee meetings; and
- Review and score Federal Transit Administration 5310 capital assistance grant applications, as members of the Regional Evaluation Committee

**DISCUSSION**

EDCTC initiated an open recruitment for members of the SSTAC during November 2025. Open-public recruitment was done through several different methods as shown below:

- Contacting existing members to help recruit potential new members
- Consulting with EDCTA for potential members and placing flyers in buses
- Posting flyers at the following locations, in addition to EDCTA buses: El Dorado Hills Library, Cameron Park Library, Placerville Library, Pollock Pines Library, Placerville Senior Center El Dorado County, El Dorado County Government Center, Placerville Town Hall, Placerville City Hall.

Applicants will complete a membership application based on their specific area of expertise and eligibility. Current vacancies include:

Social Service Provider – Seniors (Two vacancies)

Potential Transit User – Person with Disability (One vacancy)

Social Service Provider – Persons with Disabilities (Two vacancies)

Social Service Provider – Limited Means (One vacancy)

Attachment A is a roster of the current SSTAC members and indicates their representative position and term expiration date. In accordance with TDA Statute, SSTAC members are allowed to serve two consecutive three-year terms.

Complete SSTAC membership applications are available for review at the EDCTC office.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: 2025 SSTAC Membership Roster, Terms & Expirations

 <b>EDCTC SSTAC MEMBERSHIP ROSTER, TERMS &amp; EXPIRATIONS 2025</b> 			
<b>NAME</b>	<b>POSITION</b>	<b>TERM EXPIRATION</b>	<b>TERM</b>
VACANT	Social Service Provider - Seniors		
VACANT	Social Service Provider - Seniors		
VACANT	Potential Transit User - Person with Disability		
Carolyn Zachry	Potential Transit User - Commuter	DECEMBER 2026	TERM 1
VACANT	Social Service Provider - Persons with Disabilities		
VACANT	Social Service Provider - Persons with Disabilities		
Raelene Nunn	Potential Transit User - 60 yrs or older	MAY 2026	TERM 1
VACANT	Social Service Provider - Limited Means		
Brian James	Consolidated Transportation Service Agency	N/A	N/A
Kristen Halverson	Consolidated Transportation Service Agency	N/A	N/A

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**CONSENT CALENDAR****STAFF REPORT**

**DATE: DECEMBER 4, 2025**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER**  
**SUBJECT: SECTION 5311 (f) FEDERAL FISCAL YEAR 2025 PROGRAM OF PROJECTS**

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**REQUESTED ACTION**

Adopt Resolution 25/26.11 (Attachment A) superseding Resolution 24/25.22 and authorizing the programming of \$150,000.00 in Federal Transit Administration 5311 (f) funding for Federal Fiscal Year 2025, for operating assistance for the El Dorado County Transit Authority (EDCTA).

**BACKGROUND**

The EDCTA has requested that the El Dorado County Transportation Commission (EDCTC) prepare and approve the Program of Projects for a Federal Fiscal Year 2025 Section 5311 (f) grant in the amount of \$150,000.00 (Attachment B) to obtain additional operating funds coordinating the rural transit connection between Sacramento and South Lake Tahoe. Local match funds were included in the EDCTA budget for fiscal year 2025/26, and it is anticipated the additional grant funding will be received in fiscal year 2025/26.

**DISCUSSION**

Under California law, the Regional Transportation Planning Agencies are responsible for transportation planning and for the allocation or programming of transportation funds from various federal, state, and local sources. EDCTC's responsibility is to assure Caltrans that the project has the programming approval of the regional agency and to provide supporting documentation that the project has been programmed in the Federal Transportation Improvement Program (FTIP). EDCTC will work with EDCTA to ensure the Program of Projects and applicable FTIP documentation are submitted.

This action will supersede approval of Resolution 24/25.22 by the EDCTC on June 5, 2025, as EDCTC and EDCTA were recently made aware that there are additional funds available. EDCTC has a need for an additional \$75,000 in funding for a total requested programming amount of \$150,000. The updated Program of Projects reflecting the new programming amount is included as Attachment B.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments A: EDCTC Resolution 25/26.11

B: Section 5311 (f), Federal Fiscal Year 2025 Program of Projects



2828 Easy Street, Suite 1, Placerville, CA 95667 [www.edctc.org](http://www.edctc.org) 530.642.5260

**Councilmembers Representing City of Placerville:** John Clerici, Jackie Neau, David Yarbrough

**Supervisors Representing El Dorado County:** Greg Ferrero, Lori Parlin, George Turnboo, Brian Veerkamp

## RESOLUTION 25/26.11

### RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING THE EL DORADO COUNTY TRANSIT AUTHORITY SECTION 5311 (f) (49 U.S.C. SECTION 5311) FEDERAL FISCAL YEAR 2025 GRANT APPLICATION PROGRAM OF PROJECTS

**WHEREAS**, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin and is responsible for the planning, allocating and/or programming of funds; and

**WHEREAS**, the U.S. Department of Transportation, Federal Transit Administration provides grants through 49 U.S.C. Section 5311(f); and

**WHEREAS**, the regional agency approves programming of Section 5311(f) grant funding for operating costs in the amount of \$150,000.00 for coordinating the rural transit connection between Sacramento and South Lake Tahoe; and

**WHEREAS**, El Dorado County Transit Authority has included local match funds in their fiscal year 2025/26 budget; and

**WHEREAS**, the proposed project is consistent with the El Dorado County Regional Transportation Plan and will be included in the Federal Transportation Improvement Program; and

**WHEREAS**, This resolution will supersede resolution 24/25.22 approved by the EDCTC on June 5, 2025.

**NOW THEREFORE, BE IT RESOLVED**, that the EDCTC does hereby authorize the programming of \$150,000.00 in 5311 (f) for operating costs for coordinating the rural transit connection between Sacramento and South Lake Tahoe for Federal Fiscal Year 2025 of the FTA 5311 (f) grant program administered by Caltrans.

**PASSED AND ADOPTED**, by the El Dorado County Transportation Commission at their regular meeting on December 4, 2025, by the following vote:

*Pending*

Attest:

\_\_\_\_\_  
Jackie Neau, Chairperson

\_\_\_\_\_  
Dana Keffer, Secretary to the Commission



# Program of Projects (POP)

FFY 2025

**Due: June 10, 2025 at 2 p.m. PST**

## Instructions:

### **PART 1 – Operating Assistance**

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third-party contracts must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

### **PART 2 – 5311 Capital (Vehicles and Preventive Maintenance)**

- **PRE-AWARD AUTHORITY IS STRICTLY FORBIDDEN FOR ALL CAPITAL PURCHASES** Receiving an executed Standard Agreement (DOT-213A) is NOT procurement authorization.
- All vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by DLA prior to bid release.

### **PART 3 – Congestion Mitigation & Air Quality (CMAQ):**

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. The 5311 Program will receive a confirmation once the transfer is completed.
- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.

### **PART 4 – 5311(f) Operating Assistance:**

- Reference Part 1



# Program of Projects (POP)

FFY 2025 - **Due: June 10, 2025 at 2 p.m. PST**

<b>Agency Name:</b>		
5311	5311(f)	CMAQ

## Regional Contact Info:

<b>Regional Contact Name:</b>		<b>Phone Number:</b>	
<b>Contact Title:</b>		<b>Date:</b>	

## General Information:

<b>County or Region:</b>		<b>Caltrans District:</b>	
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## Section A: Available Funding

<b>Apportionment for this Cycle (Federal Share):</b>	
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## Section B: Programming

<b>Operating Assistance Total:</b>	
<b>Capital Total:</b>	
<b>Total Programmed (Operating + Capital):</b>	

## CMAQ:

<b>CMAQ Total:</b>	
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Request for transfer will be applied for directly through the District - Local Assistance, District Engineer, and Headquarters' Division of Local Assistance. The 5311 Program will receive a confirmation once the transfer is completed.



## Programming Instructions:

### **Statewide Transportation Improvement Program (STIP)**

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation's (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

- **Metropolitan Planning Organizations (MPOs)** are responsible for programming projects within their jurisdiction.
- Rural Transit & Intercity Bus staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department's Division of Financial Programming for inclusion into the FSTIP.

For further guidance see the Department's [Division of Financial Programming website](#).







**CONSENT CALENDAR****STAFF REPORT**

**DATE:** DECEMBER 4, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** JERRY BARTON, SENIOR TRANSPORTATION PLANNER  
**SUBJECT:** SECTION 5311 (f) FISCAL YEAR 2025 GRANT APPLICATION  
CERTIFICATIONS AND ASSURANCES

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**REQUESTED ACTION**

Adopt Resolution 25/26.12 (Attachment A), superseding Resolution 24/25.23 to:

1. Authorize the El Dorado County Transit Authority (EDCTA) to submit a Section 5311 (f) grant application for Federal Fiscal Year (FY) 2025, stating that:

*The El Dorado County Transportation Commission (EDCTC) does hereby authorize the EDCTA to execute all standard agreements or amendments necessary to obtain the 2025 FTA Section 5311(f) grant in the amount of \$150,000.00 through Caltrans.*

2. Authorize the EDCTC Executive Director to sign the regional agency Certifications and Assurances.

**BACKGROUND**

The EDCTA, as the sole eligible recipient for these funds, has prepared an application for a Section 5311 (f) grant application in the amount of \$150,000.00. The grant application is an effort to obtain additional funds for transit service between Sacramento and South Lake Tahoe. Local match funds for the grant were included in the EDCTA budget for FY 2025/26, and it is anticipated the grant funding will be received in FY 2025/26.

**DISCUSSION**

Under California law, the Regional Transportation Planning Agencies are responsible for transportation planning and for the allocation or programming of transportation funds from various federal, state, and local sources. EDCTC's responsibility is to provide documentation to assure Caltrans that the project has the programming approval of the regional agency and to provide supporting documentation for the assurances that Caltrans is required to give the Federal Transit Administration when approving a project. The regional agency certifications and assurances (Attachment B) are to be signed by an authorized representative of the El Dorado County Transportation Commission.

This action will supersede actions taken in June of 2025, as EDCTC and EDCTA were made aware that there are additional funds available. EDCTA has a need for an additional \$75,000 in funding for a total requested programming amount of \$150,000. The updated Certifications and Assurances reflecting the new programming amount is included as Attachment B.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments A: EDCTC Resolution 25/26.12

B: Section 5311 (f) Project Application Certifications and Assurances



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

**Councilmembers Representing City of Placerville:** John Clerici, Jackie Neau, David Yarbrough  
**Supervisors Representing El Dorado County:** Greg Ferrero, Lori Parlin, George Turnboo, Brian Veerkamp

**RESOLUTION 25/26.12**

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION  
APPROVING THE EL DORADO COUNTY TRANSIT AUTHORITY  
SECTION 5311 (f) (49 U.S.C. SECTION 5311) FEDERAL FISCAL YEAR 2025  
GRANT APPLICATION CERTIFICATION AND ASSURANCES**

**WHEREAS**, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds; and

**WHEREAS**, the U.S. Department of Transportation, Federal Transit Administration (FTA) provides grants through 49 U.S.C. Section 5311(f); and

**WHEREAS**, the regional agency Executive Director approves the programming of Section 5311 (f) for operating costs in the amount of \$150,000.00 for coordinating the rural transit connection between Sacramento and South Lake Tahoe; and

**WHEREAS**, El Dorado County Transit Authority has included local match funds in their fiscal year 2025/26 budget; and

**WHEREAS**, the proposed project is consistent with the El Dorado County Regional Transportation Plan and included in the Federal Transportation Improvement Program; and

**WHEREAS**, the applicant has conducted public outreach as necessary, and to the maximum extent feasible, coordinated with other transportation providers and users in the region, including social service agencies capable of purchasing service; and

**WHEREAS**, this resolution will supersede resolution 24/25.23 approved by the EDCTC on June 5, 2025.

**NOW THEREFORE, BE IT RESOLVED**, that the EDCTC does hereby authorize the El Dorado County Transit Authority to execute all standard agreements or amendments necessary to obtain the aforementioned FTA Section 5311 (f) grant in the amount of \$150,000.00 through Caltrans.

**PASSED AND ADOPTED**, by the El Dorado County Transportation Commission at their regular meeting on December 4, 2025, by the following vote:

*Pending*

Attest:

\_\_\_\_\_  
Jackie Neau, Chairperson

\_\_\_\_\_  
Dana Keffer, Secretary to the Commission



## Certifications and Assurances of the MPO's and RTPA's

General Information:			
<b>Regional Agency Name:</b>		<b>Contact Person:</b>	
<b>Contact Email:</b>		<b>Contact Phone:</b>	
<b>Name of Subrecipient:</b>		<b>Project Description:</b>	

Project Amount and Fund Type:			
<b>Federal Share</b>	<b>Local Share</b>	<b>Toll Credits (if any)</b>	<b>Total Project Cost</b>

Local Share Types:	
<b>Local Share Type (LTF, STA, etc.)</b>	<b>Amount</b>
<b>Total:</b>	
<b>*Please reach out to your Liaison if you need more entries*</b>	



**Federal Transportation Improvement Program -**

**Rural non-MPO agencies do not need to provide this information; it will be provided by the State. MPO agencies will need to provide the following FTIP information:**

FTIP #:	FTIP Approval Date:	STIP Reference #:

**Certifying Representative:**

**By signing below, I have read and acknowledge that my agency is in compliance with certifications and assurances as stated above.**

<b>Name:</b>		<b>Title:</b>	
<b>Signature:</b>		<b>Sign Date:</b>	

**\*Electronic signatures are accepted\***

**NOTICED PUBLIC HEARING****Time Allocation: 2:00 PM***(This item will be addressed as close to 2:00 as is possible, but not before.)***STAFF REPORT**

**DATE:** DECEMBER 4, 2025

**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION

**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR

**SUBJECT:** TRANSPORTATION DEVELOPMENT ACT CITIZEN'S PARTICIPATION  
PROCESS FOR PUBLIC TRANSPORTATION

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**REQUESTED ACTION**

- Open public hearing regarding public transportation
- Accept public comment
- Close public hearing
- Refer comments received to the Social Services Transportation Advisory Council for review

**BACKGROUND**

The Transportation Development Act (TDA) §99238.5 requires El Dorado County Transportation Commission (EDCTC), as the Regional Transportation Planning Agency for the western slope of El Dorado County, to ensure the establishment and implementation of a citizen participation process which shall include provisions for at least one public hearing in the jurisdiction represented by the Social Services Transportation Advisory Council (SSTAC).

The El Dorado County Transit Authority (EDCTA) currently claims all TDA funds for transit purposes; therefore, the formal unmet needs process and analysis referenced in the TDA Statutes and California Code of Regulations no longer applies. This fact, though, does not preclude the need to identify potential transit needs and/or ways to improve the efficiency and effectiveness of existing transit service. Therefore, EDCTC facilitates a public hearing regarding public transportation to allow citizen engagement and input on transit services. This process ensures those who are most dependent on transit services have an opportunity to publicly express input on the services they rely upon.

**DISCUSSION**

Pursuant to TDA requirements, the public hearing was noticed 30 days in advance in the Mountain Democrat and flyers were also placed on EDCTA buses. Comments received during the 30-day comment period will be forwarded to the SSTAC for review and consideration, and, as appropriate, to the EDCTA. Additionally, a disposition of citizen participation process public comments will be presented at the February 5, 2026 Commission meeting should any comments be received.

Approved for Agenda:



Woodrow Deloria, Executive Director

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**BUSINESS ITEM****STAFF REPORT**

**DATE:** DECEMBER 4, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** WOODROW DELORIA, EXECUTIVE DIRECTOR  
**SUBJECT:** GOALS AND OBJECTIVES FOR CALENDAR YEAR 2026

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**REQUESTED ACTION**

Adopt the Calendar Year 2026 Goals and Objectives for the Executive Director as established during today's discussion.

**BACKGROUND**

Each year, EDCTC adopts annual goals and objectives to guide the work program and prioritize planning, programming, and project development efforts. Adoption of these goals ensures EDCTC remains responsive to local needs and stays aligned with local, state, and federal transportation needs and policies.

With the completion of the 2025–2045 Regional Transportation Plan (RTP) and its Environmental Impact Report in late 2025, EDCTC enters 2026 ready to implement critical near-term priorities, advance high-value projects, and prepare for major changes in transportation funding at both the state and federal levels.

**DISCUSSION****Statewide Context**

California enters 2026 with a notable state budget deficit, placing pressure on transportation accounts and reducing flexibility for one-time investments. Relevant statewide trends include:

- Heightened focus on transportation safety, collision reduction, and multi-modal roadway design improvements.
- Continued push for climate and VMT-related policy alignment, particularly in competitive funding programs.
- Strong emphasis on state-of-good-repair, operations, and maintenance.
- Ongoing long-term decline in gas tax revenue due to increased EV adoption and vehicle efficiency, creating uncertainty in the sustainability of SB1 and related funding programs that rely on gas tax revenue.

**EI Dorado County Context**

Key local challenges and priorities include:

- A substantial maintenance and rehabilitation backlog on rural roads.
- Seasonal congestion and operational challenges tied to recreation and agritourism.
- A need to improve operational efficiency, remote mobility, evacuation routes, and transit.
- Ongoing pursuit of transit fiscal stability, operational resilience, and mandate compliance related to the transition to zero emission vehicles.
- Implementation of the newly adopted RTP and advancement of high-priority capital projects.
- A need to balance transportation needs with economic and development influence in the rural/urban interface.

**Federal Context – IIJA Reauthorization (Fall 2026)**

The Infrastructure Investment and Jobs Act (IIJA) will expire on September 30, 2026. Congressional work on the next federal surface transportation bill will be a defining factor throughout 2026. Major themes emerging for reauthorization include:

- Continued focus on safety and system preservation.
- Increased attention on resiliency, wildfire, and natural hazard impacts.
- The future structure and solvency of the Highway Trust Fund.
- Relative balance between formula funding and discretionary programs.
- National interest in freight, goods movement, and rural access.

**2026 EDCTC Goals and Objectives*****Goal 1: Community-Based Planning and Public Engagement***

Objective 1A: Implement a consistent, year-round public engagement program tied to the RTP, emphasizing clear communication with local leaders, community groups, agricultural operators, employers, and recreation and tourism-oriented areas.

Objective 1B: Ensure EDCTC planning and programming remain aligned with statewide safety, climate, VMT, and multimodal policy, balancing rural context with local transportation needs.

***Goal 2: Funding Stability and Diversified Revenue Strategies***

Objective 2A: Strategically program core formula funds to deliver projects, preserve and maintain system conditions, and improve competitiveness for discretionary funding.

Objective 2B: Maintain a multi-year grant strategy targeting IIJA discretionary programs, SB1 competitive funds, climate and resiliency programs, and other state and federal opportunities.

Objective 2C: Work with the County, City, and partners to evaluate local and regional revenue mechanisms including impact fees, fee based and/or financing programs consistent with California law.

***Goal 3: Federal Advocacy for the 2026 Federal Surface Transportation Bill Reauthorization***

Objective 3A: Develop and adopt a Federal Reauthorization Advocacy Platform focused on rural safety, resiliency, evacuation, senior mobility, rural transit, rural corridor operations and maintenance, and regional impacts.

Objective 3B: Identify 1–3 “federal flagship projects” from the RTP and prepare them for federal positioning, including conceptual development, cost updates, operations strategies, and benefit-cost.

Objective 3C: Strengthen coordination with the Federal Highway Administration, Federal Transit Administration, Caltrans, SACOG, and rural transportation coalitions to elevate EDCTC priorities across the region.

***Goal 4: RTP Implementation and Project Delivery***

Objective 4A: Advance priority RTP projects into project approval, environmental review, and design phases in collaboration with El Dorado County, the City of Placerville, Caltrans, and El Dorado Transit.

Objective 4B: Ensure all capital projects incorporate operational improvements, applicable multi-modal improvements, evacuation considerations, long-term resiliency, and maximize life cycle usage and costs.

Objective 4C: Improve cost estimating, project readiness, revenue leverage, and supporting narratives for major projects to enhance competitiveness in discretionary programs.

**Goal 5: Transit, Mobility Options, and Access Improvements**

Objective 5A: Assist El Dorado Transit in securing stable near-term operations funding, preparing for fleet modernization, and maintaining essential commuter and local services.

Objective 5B: Pursue low-cost multimodal improvements such as pedestrian, bicycle, first/last-mile, rural access, and school zone mobility enhancements, consistent with local needs and statewide safety goals.

**Goal 6: Rural Road Safety, Maintenance, and Resiliency**

Objective 6A: Establish a Rural Roads Safety and Resiliency Initiative to identify priority corridors, address high-collision locations, and pursue state and federal funding programs.

Objective 6B: Support local jurisdictions in developing long-range maintenance and bridge investment needs under declining fuel-tax revenue scenarios.

Objective 6C: Strengthen coordination with public safety agencies and Office of Emergency Services (OES) to align roadway investments with wildfire evacuation, high wildlife collision rates, event response, severe weather, and emergency operations.

**Goal 7: Collaboration, Data, and Organizational Capacity**

Objective 7A: Enhance regional collaboration with El Dorado County, the City of Placerville, Caltrans District 3, Sacramento regional partners, and Tahoe Basin agencies.

Objective 7B: Advance staff development, cross-training, and technical skills in grant writing, spatial data platforms, data analysis, project delivery, and performance reporting.

Objective 7C: Maintain strong governance, transparent communication, and effective program management to support EDCTC's mission.

The 2026 Goals and Objectives support RTP implementation, strengthen project delivery capacity, respond to statewide policy shifts, and prepare EDCTC for major changes in federal funding as the IJA reauthorization approaches.

Approved by:



Woodrow Deloria, Executive Director