
CHAPTER 1: INTRODUCTION

The El Dorado County 2025-2045 Regional Transportation Plan (RTP) was developed under the direction of the El Dorado County Transportation Commission (EDCTC). The RTP serves as a guide for the systemic development of a balanced, comprehensive, multi-modal transportation system. This system encompasses but is not limited to: highways, streets, interregional roadways, public transit, aviation, freight/goods movement, active transportation (bikeways and pedestrian facilities), transportation systems management, and intelligent transportation systems. The RTP is action-oriented and pragmatic, considering both the short-term (up to 10 years) and long-term (10 to 20 years) planning periods.

Federal regulations for the development of RTPs are directed at States and Regional Transportation Planning Agencies (RTPAs), as specified in 23 CFR 450.202. The primary federal requirements for RTPs are detailed in the statewide/nonmetropolitan transportation planning and metropolitan transportation planning rules – Title 23 CFR Part 450 and 771 and Title 49 CFR Part 613. These regulations were updated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and published in the May 27, 2016, Federal Register.

Since the mid-1970s, with the passage of AB 69 (Chapter 1253, Statutes of 1972), California state law has mandated the preparation of RTPs to address transportation issues and guide local and state decision-makers in shaping California's transportation infrastructure.

California statute relating to RTP development is primarily contained in Government Code Section 65080. State planning requirements apply to state-designated RTPAs

Where applicable, RTPs must be consistent with federal planning and programming requirements and adhere to the RTP Guidelines adopted by the California Transportation Commission (CTC) pursuant to Government Code Section 65080(d). Furthermore, the CTC is prohibited from programming projects in the State Transportation Improvement Program (STIP) that are not identified in an RTP.

State law requires each RTPA to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) not less than every five years in non-urban regions.

PURPOSE

The purpose of the Regional Transportation Plan is to foster and promote the safe, efficient management, operation, and development of a regional transportation system that, when integrated with land use planning, will serve the mobility needs of people, commerce, and goods.

RTPs are developed by RTPAs in collaboration with Caltrans and other key stakeholders, including local and regional agencies and users of the transportation system. The RTP aims to:

- Establish regional transportation goals
- Identify needs, deficiencies, and constraints
- Analyze potential solutions
- Estimate available funding sources
- Propose strategic transportation investments

Regional transportation planning led by RTPAs is a collaborative process with federal, state, tribal governments/agencies, as well as other key stakeholders, and the general public. The process is designed to foster involvement by all interested parties, such as the general public, community groups, the business community, Tribal Governments, environmental organizations, and local jurisdictions, through a proactive public participation process conducted by the RTPA. It is essential to extend public participation to those traditionally underserved by the transportation system and services in the region. Engaging the public early in the planning stage helps ensure a smoother project process and minimizes potential delays. The RTP is developed to provide a clear vision of the regional transportation goals, objectives, and strategies. This vision must be within reason and fiscally constrained. In addition to providing a vision, the RTP has many specific functions, including:

1. Providing an assessment of the current modes of transportation and the potential for new transportation options within the region
2. Projecting/estimating the future needs for travel, safety, and goods movement
3. Identifying and documenting specific actions necessary to address regional mobility and accessibility needs
4. Identifying guidance and documenting public policy decisions by local, regional, state, and federal officials regarding transportation expenditures, financing, and future growth patterns
5. Identifying transportation improvements to serve as a foundation for the:
 - (a) Development of the Federal Transportation Improvement Program (FTIP), and the State Transportation Improvement Program (STIP), (b) Facilitating the National Environmental Policy Act (NEPA)/404 integration process and (c) Identifying project purpose and need
6. Employing performance measures that demonstrate the effectiveness transportation improvement projects in meeting the intended goals
7. Promoting consistency between the California Transportation Plan (CTP), the RTP and other plans developed by cities, counties, districts, Tribal Governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs
8. Providing a forum for: (1) participation and cooperation and (2) facilitation of partnerships that reconcile transportation issues that transcend regional boundaries; and,
9. Engaging community-based organizations, the public, federal, state, and local agencies, Tribal Governments, and local elected officials early in the transportation planning process to ensure their involvement in discussions and decisions regarding social, economic, air quality, and environmental impacts of transportation.

REGIONAL TRANSPORTATION PLAN VISION

The regional vision provides a framework for transportation planning decisions based on our shared values and goals. This vision illustrates how EDCTC, within a larger regional context, will contribute to the region's overall quality of life.

RTP 2045 VISION

Empowering Connectivity, Promoting Resiliency, Preserving Heritage:

EDCTC envisions a transportation future that reflects and enhances the character of rural, urban, and suburban communities. It prioritizes connectivity, adapts to climate change, builds resilience, and serves all users of the transportation system throughout El Dorado County.

Our vision is a Regional Transportation Plan that:

- **Enhances Mobility:** Ensuring efficient and accessible transportation options that connect rural areas, agritourism hubs, and urban centers, promoting economic growth and safe, sustainable communities.

- **Embraces Innovation:** Leveraging emerging technologies to enhance efficiency, safety, and quality of life for residents and visitors.
- **Ensures Equitable Access:** Providing inclusive transportation options, and bridging gaps to ensure that everyone can participate in the opportunities offered by El Dorado County.
- **Celebrates Rural Heritage and Identity:** Respecting and preserving the distinct identity of rural communities, while addressing their unique transportation needs.
- **Empowers Community Engagement:** Encouraging public involvement, allowing residents to shape the transportation future of El Dorado County..
- **Facilitates Sustainable Living:** Promoting sustainable transportation choices, reducing environmental impact, and fostering healthier lifestyles.

As EDCTC moves forward, it commits to actively engaging with communities, listening to their needs, and adapting the plan to reflect the evolving aspirations of El Dorado County. Together, we will shape a transportation future that honors our past, celebrates our present, and secures a sustainable future for generations to come.

REGIONAL TRANSPORTATION PLAN REQUIREMENTS

Government Code Section 65080 mandates that RTPs include the following components:

1. A **Policy Element:** Identifies mobility goals, objectives, and policies of the region.
 - Outlines the implementation process of the RTP to guide decision-makers.
2. An **Action Element:** Defines programs and actions to implement the RTP per its goals, objectives, and policies.
 - Discusses institutional and legal actions needed to implement the RTP and action
 - Establishes priorities for regional transportation programs.
3. A **Financial Element:** Summarizes project costs within a financially constrained environment.
 - Compares anticipated revenues with projected costs.
 - Develops strategies to fund otherwise unfunded projects.

The RTP must comply with federal planning and programming requirements and adhere to the RTP California Transportation Commission (CTC) adopted RTP Guidelines (Government Code Section 65080(d)). Furthermore, the CTC cannot program projects in the State Transportation Improvement Program (STIP) unless they are included in an RTP.

State Climate Change Legislation and Executive Orders

SB 32 – California Global Warming Solutions Act of 2006: Emissions Limit

In recognition that greenhouse gas (GHG) emissions reduction is critical for the protection of all areas of the state, particularly for the state's most disadvantaged communities, which are most affected by the adverse impacts of climate change, SB 32 (Chapter 249, Statutes of 2016) was signed into law on September 8, 2016. SB 32 extends the requirements of AB 32 by mandating a GHG emissions reduction of at least 40 percent below 1990 levels no later than December 31, 2030. Furthermore, SB 32 authorizes the California Air Resources Board (CARB) to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. CARB must carry out the process to achieve GHG emissions reductions in a way that benefits the state's most disadvantaged communities and ensures transparency and accountability to the public and Legislature.

AB 1279 -The California Climate Crisis Act of 2021

This law establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to sustain net negative GHG emissions thereafter; and to ensure that by 2045, statewide anthropogenic GHG emissions are cut by at least 85 percent from 1990 levels. The bill requires CARB to ensure that the Scoping Plan updates, identifies, and recommends measures to achieve carbon neutrality, and to develop and implement policies and strategies that enable CO2 removal solutions as well as carbon capture, utilization, and storage technologies.

Executive Orders on Climate Change Issues

Combating climate change by reducing greenhouse gas emissions is a key goal for the state of California. In July 2021, the California State Transportation Agency (CalSTA) released the Climate Action Plan for Transportation Infrastructure (CAPTI), which outlines recommendations for investing discretionary transportation dollars to help mitigate climate change. CAPTI is based on Executive Orders (EO) N-19-19 and N-79-20, issued in 2019 and 2020, respectively.

EOs on climate change provide a critical framework for RTPAs. While EOs apply to State agencies, incorporating climate change policies in RTPs supports the State's effort to reduce per capita GHG emissions and combat the effects of climate change.

Two EOs have been issued since the last update of these guidelines, addressing climate change:

- **N19-19 (September 20, 2019)** calls for leveraging the State's investment portfolio to advance climate leadership and create a climate investment framework. CAPTI was developed in response to this EO (Appendix to be added).
- **N-79-20 (September 23, 2020)** calls for 100% of new in-state sales of passenger cars and trucks to be zero-emission by 2035. N-79-20 also establishes a goal for medium and heavy-duty vehicles in California to be zero-emission by 2045.

These EOs can be online here:

N-19-19: <https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-ClimateEO-N-19-19.pdf>

N-79-20: <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-7920-Climate.pdf>

Promoting Public Health and Health Equity

One goal for RTPs is to provide a policy framework promoting the highest level of health for all people, where no person shall be denied benefits or be subjected to discrimination. RTPs often incorporate some or all of the following: air quality and climate change measures, safe routes to school programs, complete streets strategies, equity considerations, transportation safety, strategies to reconnect communities and reduce traffic congestion, and policies to promote transit, biking, and walking. These transportation-related policies and programs foster more accessible, livable, and healthier communities. Local health departments, public health practitioners and advocates, school districts, emergency services, community-based organizations (CBOs), and residents can be valuable partners in promoting public health through RTP development. These partnerships can help maximize the RTP's public health and equity benefits and ensure that the RTP responds to the needs of all communities.

ENVIRONMENTAL DOCUMENTATION

In California, the environmental review associated with the RTP and subsequent project delivery process is twofold. RTPAs are responsible for the planning contained in the RTP that precedes project delivery. Typically, a local government, consultant, or Caltrans is responsible for the actual construction of the project (project delivery). California Environmental Quality Act applies to the RTP document, while both the National Environmental Policy Act (NEPA) and CEQA may apply to

individual projects that implement the RTP during the project delivery process. Likewise, all RTP CEQA analyses and subsequent transportation project CEQA analyses assess all environmental issue areas identified in the CEQA Guidelines Environmental Checklist Form.

The RTP planning document, as well as the projects listed in it, are considered “projects” for the purposes of CEQA. Subsequent RTP amendments or updates are discretionary actions that can also trigger CEQA compliance. As defined in CEQA Statute Section 21065, a project means “an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following: (a) An activity directly undertaken by any public agency or (b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies”.

Many RTPAs prepare a Program Environmental Impact Report (EIR) to analyze the environmental impacts of implementing their RTP. The purpose of the Program EIR is to enable the RTPA to examine the overall effects of the RTP, including broad policy alternatives, program-wide mitigation, growth-inducing impacts, and cumulative impacts at a stage when the agency has greater flexibility to avoid unnecessary adverse environmental effects. Additionally, environmental documents subsequently prepared for the individual projects contained in the RTP can be tiered from the Program EIR, saving time and reducing duplicative analysis.

REGIONAL TRANSPORTATION PLAN CONSULTATION AND COORDINATION

Transportation planning is a collaborative process, led by the RTPA and other key stakeholders in the regional transportation system. Transportation planning activities include visioning, forecasting population and employment, identifying major growth corridors, projecting future land use in conjunction with local jurisdictions, assessing needs, developing capital and operating strategies to move people and goods, and developing a financial plan. The required planning processes are designed to foster involvement by all interested parties, such as the business community, community groups, walking and cycling representatives, public health departments and non-governmental organizations, environmental organizations, the Native American community, neighboring RTPAs, and the general public through a proactive public participation process.

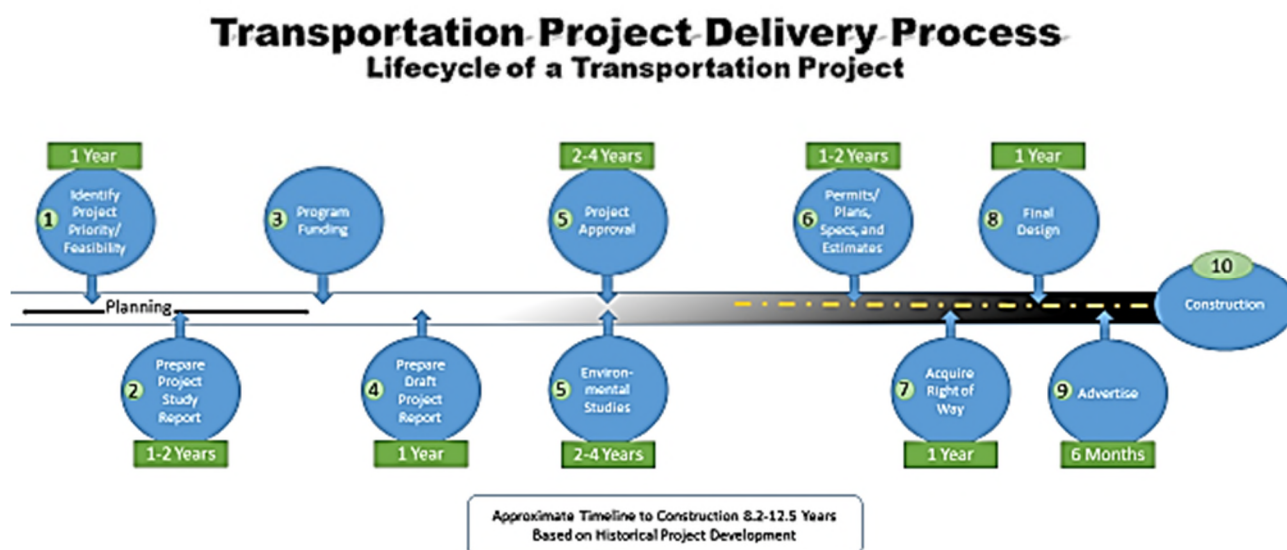
Coordination is the cooperative development of plans, programs, and schedules among agencies and entities with legal standing in order to achieve general consistency. Consultation requires that one or more parties confer with other identified parties following the established process, and prior to taking action(s), consider the views of the other parties and periodically informs them about action(s) taken. Under the terms of a Memorandum of Understanding (MOU) between the EDCTC and the Sacramento Area Council of Governments (SACOG), EDCTC submits the Regional Transportation Plan for inclusion in the SACOG Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). This process is important to both the SACOG MTP and the EDCTC RTP, as it allows for a locally developed RTP to be included in the regional air quality conformity process. The MOU also stipulates that EDCTC shall utilize data and analysis methods consistent with those developed by SACOG. This data includes existing and projected travel data, socio-economic data, and travel demand forecasts and assumptions. However, this data is integrated into a locally developed RTP process focused around local consensus on policies, projects, programs, and funding decisions. The El Dorado County 2025-2045 RTP, pending SACOG review, will become the El Dorado County portion of the SACOG 2025-2050 MTP.

REGIONAL TRANSPORTATION PLAN DELIVERY SUCCESS

Delivery of transportation projects is a lengthy process that includes extensive public outreach,

detailed planning, environmental studies, engineering design, right-of-way acquisition, and construction. Adding to this the development of funding strategies, the overall life of a project - from planning to construction - can take a great deal of time, as illustrated in Figure 1-1: Transportation Project Lifecycle.

Figure 1-1: Transportation Project Lifecycle



This complex process is one of the many reasons the RTP is developed to address transportation needs over a 20-year period. A long-term planning process allows sufficient time to effectively secure funding and deliver projects. The 2015-2035 and 2020-2040 RTPs each included a 20-year portfolio of multi-modal projects which, in most circumstances, would take at least two decades to deliver.

The completed project lists are included in Appendix 1. The tables highlight the RTP's delivery successes of the RTP over the last five years (2020-2025). Costs included in the delivered project tables are for reference only. These costs represent planning-level estimates during the 2020-2040 process and do not necessarily reflect actual expenditures.

CHAPTER 2: ORGANIZATIONAL SETTING

The El Dorado County Transportation Commission (EDCTC), as the designated Regional Transportation Planning Agency (RTPA), has a number of roles and responsibilities regarding the transportation activities of El Dorado County, as discussed below.

REGIONAL TRANSPORTATION PLANNING AGENCY DESIGNATION

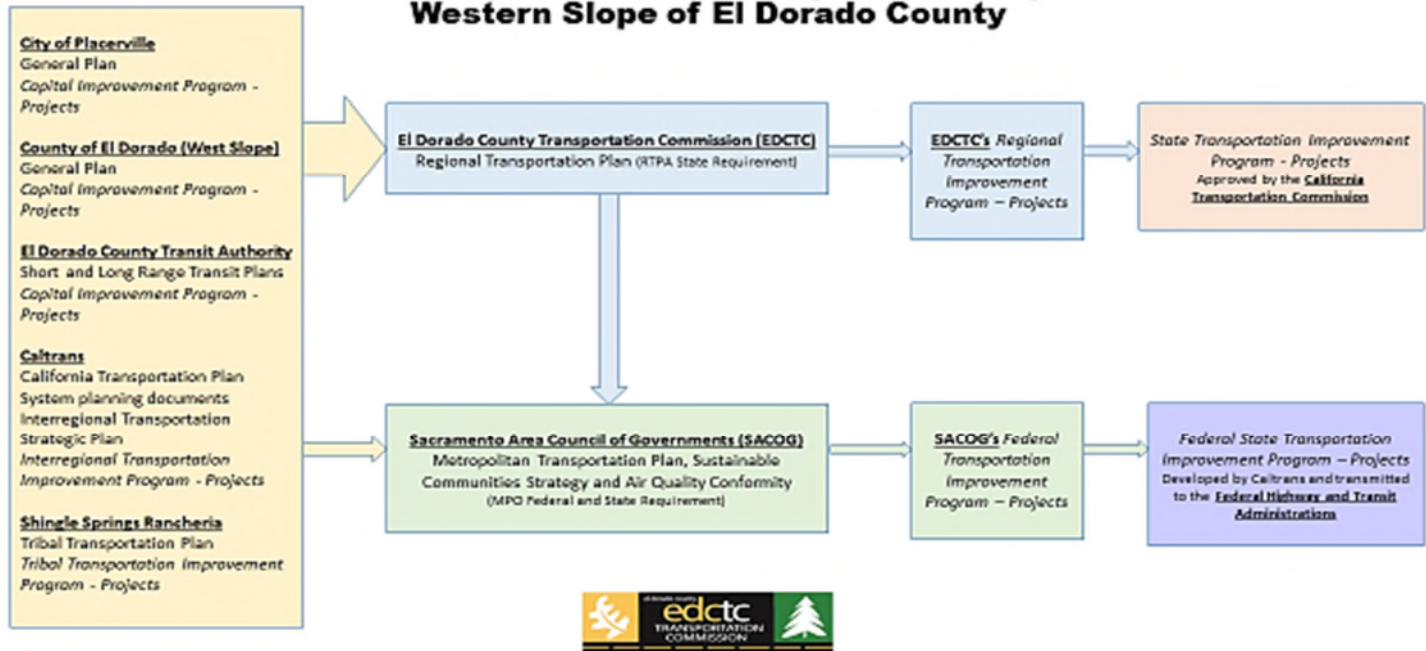
The EDCTC was designated as the RTPA for the western slope of El Dorado County on July 23, 1975, (amended April 4, 1979) per Article 11, Chapter 2, Division 3, Title 3 of the Government Code and organized under Chapter 3, Title 21 of the California Administrative Code. This planning and programming authority excludes the portion of the County within the Tahoe Regional Planning Agency (TRPA) planning boundaries (See Chapter 3, Map 3-2). TRPA is the RTPA for the Tahoe Basin area. The EDCTC operates under a Joint Powers Agreement between El Dorado County and the City of Placerville, executed on June 6, 1995.

As the RTPA for El Dorado County, EDCTC has updated the Regional Transportation Plan for the County. EDCTC is responsible for developing and adopting a plan that conforms to the most recent version of the California Transportation Commission's Regional Transportation Plan Guidelines, adopted January 26, 2024, to ensure that EDCTC and member jurisdictions continue to receive state and federal transportation funds.

EDCTC performs transportation planning and funding efforts in coordination with the City of Placerville, El Dorado Transit Authority, El Dorado County, Caltrans, and the Sacramento Area Council of Governments (SACOG). EDCTC is not responsible for the design, construction, or maintenance of transportation and transit-related projects. Furthermore, EDCTC has no land-use authority. These duties primarily fall on the El Dorado County Department of Transportation, the City of Placerville Public Works Department, the El Dorado County Transit Authority, and Caltrans. Figure 2-1 highlights the roles and responsibilities of each agency.

Figure 2-1: Transportation Planning and Funding (*next page*)

Transportation Planning and Funding Process for State and Federally Funded Projects Western Slope of El Dorado County



PARTNER AGENCIES

MEMBER JURISDICTIONS

The City of Placerville and County of El Dorado are member jurisdictions of the EDCTC. As members, each jurisdiction has direct input into EDCTC’s decision-making process, both at the staff and commission levels. The Commission currently consists of four members appointed by the El Dorado County Board of Supervisors and three members appointed by the Placerville City Council. The District 3 Director of Caltrans, or their designated representative, and a representative from the City of South Lake Tahoe serve as ex-officio members of the Commission.

The input provided by the member jurisdictions directly affects the content and direction of the RTP. Member jurisdictions are represented on the EDCTC Policy Advisory Team, Technical Advisory Committee, and RTP Advisory Committee. Further, member jurisdictions recommend specific projects to be included in the action plan of the RTP. Any project that requires federal or state funding must be included in the RTP in order to be eligible for funding. Many of the goals, objectives, and policies included in the RTP are implemented by the jurisdictions. The participation and agreement of all member jurisdictions in the development of the RTP are essential for its successful implementation.

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The California Transportation Commission (CTC) is composed of members appointed by the Governor to oversee transportation funding in California. The CTC biennially adopts the State Transportation Improvement Program (STIP). The STIP is a five-year capital improvement program for state transportation funding. EDCTC recommends projects in the local Regional Transportation Improvement Program (RTIP) to be considered by the CTC for inclusion in the STIP.

In addition to STIP funding, EDCTC administers several Senate Bill 1 (SB 1) programs that provide critical funding for transportation projects in El Dorado County. These programs, such as the Local Partnership Program (LPP) and Solutions for Congested Corridors Program (SCCP), support

roadway improvements, public transit enhancements, and active transportation infrastructure, ensuring the region benefits from a safe, efficient, and sustainable transportation network.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Virtually all transportation funds are administered through Caltrans to EDCTC and its member jurisdictions. As a result, Caltrans is responsible for monitoring and reviewing the activities of EDCTC to ensure that transportation planning and programming requirements associated with these funding programs are met. The RTP is the cornerstone of these requirements as the region plans a comprehensive transportation system that identifies priority investments.

Most transportation programs administered by Caltrans require projects to be identified in a current RTP following state and federal guidelines to qualify for funding. Without an adopted RTP, Caltrans could not distribute funds to EDCTC and its jurisdictions to build those projects, nor could Caltrans build its own projects within the region. As the owner-operator of the state highway system, Caltrans has a vested interest in ensuring that a complete and conforming RTP is adopted.

Caltrans representatives participate in the development and review of the RTP. The agency is represented on the EDCTC Technical Advisory Committee and RTP Advisory Committee. Caltrans' perspective on pertinent transportation issues is sought, and Caltrans recommends projects for inclusion in the action plan. When the draft RTP is completed, it is sent to Caltrans District 3 and Caltrans Headquarters for review and comments. Further, Caltrans Headquarters distributes the draft RTP to the appropriate divisions, such as Mass Transportation and Aeronautics, for more specialized review. The comments received from the various Caltrans divisions are then incorporated, as appropriate, in the final RTP.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)

The Sacramento Area Council of Governments (SACOG) is the Regional Transportation Planning Agency for Sacramento, Sutter, Yolo, and Yuba counties. In addition, SACOG is the federally designated Metropolitan Planning Organization (MPO) for the Sacramento Metropolitan Area. As a result, SACOG acts as the MPO for the western slope of El Dorado County within the Federal Ozone Non-Attainment Area.

EDCTC has the responsibility for the development and adoption of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) for El Dorado County. SACOG has the responsibility for the development and adoption of the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). Senate Bill (SB) 375 adds new requirements: the inclusion of a Sustainable Communities Strategy (SCS) along with the RTP that strives to achieve a passenger vehicle greenhouse gas emissions reduction target and additional consideration of natural resource and farmland impacts. Therefore, rather than thinking of the MTP and SCS as two separate documents, they are combined into a single document with more detailed requirements in some areas than previous plans, while offering incentives to achieve the regional greenhouse gas reduction target.

Additionally, SACOG is responsible for making findings of conformity, required under Section 176 of the Federal Clean Air Act, within the designated Federal Ozone Non-Attainment Area. Under the terms of a Memorandum of Understanding (MOU), EDCTC submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan.

ELDORADO NATIONAL FOREST

The Eldorado National Forest, managed by the United States Forest Service (USFS), comprises over 420,000 acres within El Dorado County. The roadway network within these USFS-managed lands includes over 1,500 miles maintained and managed by the USFS. Additionally, over 350 miles of trail are maintained and managed by the USFS. This transportation network is a significant resource in El

Dorado County, as it provides access to logging and resource extraction operations, as well as extensive public outdoor and active recreation opportunities found throughout the forests. Table 2-1 below provides additional detail.

TABLE 2-1: US FOREST SERVICE MANAGED ROADS AND TRAILS IN EL DORADO COUNTY

Roads	Miles
Miles of National Forest Service (NFS) roads managed by ENF in El Dorado County (excluding closed roads)	1,564
Trails	Miles
Miles of motorized trail managed by ENF in El Dorado County	303
Miles of non-motorized trail managed by ENF in El Dorado County	402
Miles of National Trails (such as Pony Express Trail) managed by ENF in El Dorado County	60
Carson Emigrant National Recreation Trail (Mostly located in Amador/Alpine Counties)	2.5
Pacific Crest Trail	19
Pony Express Trail	38

Source: Eldorado National Forest October 2024

INTER-JURISDICTIONAL COORDINATION

One of the primary motivations for establishing EDCTC in 1975 was to provide a forum for inter-jurisdictional coordination on county-wide transportation issues. An ongoing fundamental responsibility of EDCTC is to advance communication and coordination between jurisdictions on a variety of transportation-related challenges facing the region.

The coordination is essential to:

- Ensure intermodal connectivity of roads, transit, bicycle, and pedestrian paths to enhance access between communities.
- Address regional transportation impacts such as air quality, safety, and congestion.
- Maximize the efficiency of scarce governmental resources by prioritizing projects and funding.
- Develop county-wide transportation priorities in cooperation with local agencies and jurisdictions.
- Facilitate joint transportation projects and anticipate potential cross-jurisdictional impacts.

Collaboration between El Dorado County, the City of Placerville, the El Dorado Transit Authority, and neighboring regions – including the Sacramento region, the Tahoe Basin, and the State of Nevada - is vital in addressing key corridor challenges, particularly along US 50 and State Route 49.

Coordination among regional agencies plays a crucial role in ensuring a seamless, efficient, and environmentally sustainable transportation network. Such agencies include:

- Caltrans
- Sacramento Area Council of Governments (SACOG)
- Placer County Transportation Commission
- Amador County Transportation Commission
- Tahoe Regional Planning Agency
- Tahoe Transportation District

- El Dorado County Air Quality Management District
- Sacramento Metropolitan Air Quality Management District

ADVISORY COMMITTEES

The planning process includes public participation and input from various EDCTC advisory committees. These committees provide technical guidance, policy recommendations, and stakeholder feedback to ensure a coordinated transportation planning process is fundamental to the RTP.

POLICY ADVISORY TEAM (PAT)

The Policy Advisory Team (PAT) advises the EDCTC Executive Director and Board on high-level policy issues related to:

- Funding and finances
- Land use
- Intergovernmental coordination

PAT members ensure their organizations align with EDCTC-adopted policies and programs. Members include:

- El Dorado County Department of Transportation, Director
- City of Placerville, City Manager
- El Dorado County Air Quality Management District, Air Pollution Control Officer
- El Dorado County Transit Authority, Executive Director
- EDCTC, Executive Director

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC provides technical expertise in developing EDCTC's plans, programs, and agenda items for Commission review. Members include representatives from:

- City of Placerville Engineering Department
- El Dorado County Department of Transportation
- El Dorado County Long-Range Planning Division
- El Dorado County Air Quality Management District
- El Dorado County Transit Authority
- Caltrans District 3 Liaison and Project Manager
- SACOG Liaison

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSSTAC)

The SSSTAC represents the interests of:

- Seniors
- Individuals with disabilities
- Low-income populations
- Commuters

Members are appointed by EDCTC per Transportation Development Act (TDA) statutes and meet regularly to evaluate transit needs within El Dorado County.

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE (RTP AC)

The RTP AC includes representatives from:

- Local jurisdictions
- Community organizations

- Transit operators
- Tribal governments
- Bicycle and pedestrian advocacy groups
- Freight and goods movement industries
- Environmental organizations
- Taxpayer associations
- Chambers of commerce
- Social service agencies

Members provide critical input throughout the RTP update process. Appendix A contains details on public outreach efforts related to the RTP AC.

ACTIVE TRANSPORTATION PLAN STAKEHOLDER ADVISORY COMMITTEE (ATP-SAC)

The ATP-SAC assists EDCTC with:

- Bicycle and pedestrian transportation planning
- Development of Active Transportation Plans (ATP) for El Dorado County and City of Placerville
- Enhancing access and safety for bicyclist and pedestrians

CONSULTATION WITH TRIBAL GOVERNMENTS

The Shingle Springs Rancheria, located in El Dorado County, is home to the Shingle Springs Band of Miwok Indians. As part of the Regional Transportation Plan (RTP) development process, EDCTC engaged in early consultation with the Tribal Chair to ensure alignment between Tribal transportation plans and the RTP.

Key efforts include:

- Inclusion of Tribal leaders in all RTP Advisory Committee (RTP AC) correspondence and outreach.
- Direct consultation to discuss key projects and planning efforts (see Appendix A, Attachment 3 for correspondence letters, meeting agendas, and summaries) [In Progress – Spring 2025].
- Ongoing collaboration on project-specific issues, such as the expansion of the US 50 High-Occupancy Vehicle (HOV) Lane network.

PUBLIC PARTICIPATION

The quality of life for El Dorado County residents is directly influenced by the availability, accessibility, and efficiency of the transportation system. Therefore, public participation is crucial to ensuring that the RTP accurately reflects the transportation needs and concerns of the local community.

PUBLIC INVOLVEMENT PROCESS

Throughout the development of the RTP, EDCTC actively seeks community input by:

- Hosting public meetings and hearings to discuss transportation planning efforts.
- Providing public access to RTP documents, as required by Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA).
- Encouraging citizen feedback at all stages of the RTP development process.

AVAILABILITY OF DRAFT RTP AND ENVIRONMENTAL DOCUMENTATION

Once a draft RTP is produced, public involvement continues through:

- Public meetings and a formal public hearing process.
- Availability of the draft RTP and environmental documents at:

- County libraries
- Jurisdiction offices
- EDCTC offices
- EDCTC website and social media

PUBLIC HEARING REQUIREMENTS

- Public hearings for the RTP must be noticed and posted at least 30 days before the scheduled hearing date.
- Environmental documents are subject to public review in accordance with the California Environmental Quality Act (CEQA) and must be noticed prior to the public hearing.

RELATED PLANS AND PROGRAMS

The Regional Transportation Plan (RTP) establishes goals, policies, and strategies to address current and future transportation needs, serving as a foundation for transportation decision-making. Multiple agencies, at all levels of government, participate in transportation planning within El Dorado County.

LOCAL GENERAL PLANS

Local governments develop circulation elements that guide street and transportation system improvements. These circulation elements are incorporated into local general plans and Capital Improvement Programs (CIP).

Key requirements:

- Local circulation elements and capital improvement programs must align with the land use elements to ensure the legal adequacy of general plans.
- Capital Improvement Program (CIP) outlines necessary transportation improvements required to implement a jurisdiction's goals, policies, and land use plans.
- Regionally significant transportation improvements requiring state or federal funding or located on regionally significant routes are considered for inclusion in the RTP.

The RTP acknowledges existing general plans and integrates local capital improvement programs to ensure comprehensive and consistent transportation planning across El Dorado County.

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

The Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for the Sacramento Region, is responsible for preparing the Public Transit and Human Services Transportation Coordinated Plan (Coordinated Plan) in collaboration with EDCTC and other regional partners.

The Coordinated Plan is designed to:

- Facilitate collaboration between public transit agencies, human service organizations, and non-profit transportation providers to address the needs of:
 - People with disabilities
 - Older adults
 - Individuals with limited incomes
- Enhance communication and coordination among agencies to ensure equitable access to essential services.
- Identify existing transit services, service gaps, and potential solutions to improve transportation accessibility.

Federal requirements of coordinated plan:

The Infrastructure Investment and Jobs Act (IIJA) of 2021 requires an updated Coordinated Plan to secure federal funding for transit services benefiting low-income individuals, older adults, and people with disabilities. The Federal Transit Administration (FTA) mandates that projects funded through FTA Section 5310 must be prioritized and included in the Coordinated Plan. With the updated SACOG Coordinated Plan, federal funds will continue to be available for transit operators, including El Dorado Transit, ensuring that services for vulnerable populations remain adequately funded.

SHORT- AND LONG-RANGE TRANSIT PLAN

In 2019, the El Dorado County Transportation Commission (EDCTC) initiated an update to its Short- and Long-Range Transit Plan to assess the impacts of changing demographics and transit needs in Western El Dorado County. The plan, completed in 2020, established:

1. Short-Range Transit Plan (5-Year Plan) – A detailed year-by-year implementation plan focused on:
 - Route and schedule modifications
 - Unmet service needs
 - Capital improvements, including facilities for active transportation
 - Financially constrained strategies to improve transit efficiency
2. Long-Range Transit Plan (25-Year Plan) – A visionary strategy aligning transit development with:
 - Land use, transportation, and air quality goals
 - Demographic forecasts and regional traffic models
 - Alternative service strategies
 - Future funding projections to ensure long-term financial sustainability

The COVID-19 pandemic caused unprecedented challenges for public transit systems nationwide, leading to a sharp decline in ridership and revenue. In response, El Dorado Transit updated its Short-Range Transit Plan in 2024 to reassess transit needs and develop strategies for post-pandemic recovery.

Ridership Trends

- 2019 (Pre-Pandemic Ridership) – 100% baseline
- 2020 – 64% of pre-pandemic levels
- 2021 – 48% of pre-pandemic levels
- 2022-2024 – Increase in ridership, with a 22% rise between FY 2022-23 and FY 2023-24.

The updated Short-Range Transit Plan (2024) will ensure that El Dorado Transit remains adaptable to evolving commuter needs, economic conditions, and emerging transit challenges.

EL DORADO COUNTY TRANSIT AUTHORITY PARK AND RIDE MASTER PLAN

The Park-and-Ride Master Plan was first developed in 2007, updated in 2017, and 2023. The plan outlines policies, actions, and financing strategies to ensure an adequate supply of parking for:

- El Dorado Transit's bus services
- Carpooling and vanpooling
- Other shared-ride options

The 2023 update includes an assessment of:

- The need for electric vehicle (EV) charging stations at park-and-ride lots
- First- and last-mile improvement strategies to enhance accessibility

EL DORADO COUNTY TRANSIT AUTHORITY TRANSIT DESIGN MANUAL

The Transit Design Manual serves as a handbook for El Dorado Transit, providing:

- Standards for bus stop improvements
- Guidelines for roadways along transit routes
- Design specifications tailored to local transit conditions

This manual ensures that transit infrastructure in El Dorado County meets operational and accessibility requirements.

ACTIVE TRANSPORTATION PLANS

El Dorado County has developed several plans to improve bicycle and pedestrian infrastructure, including:

- Non-Motorized Transportation Plan (NMTP, 2010)
- Pedestrian Circulation Plan for the City of Placerville (2007)
- El Dorado County Bicycle Transportation Plan (2010)
- Shift to the Active Transportation Program (ATP)

The adoption of California's Active Transportation Program (ATP) in 2013 changed the focus of bicycle and pedestrian projects to emphasize:

- Health benefits
- Community impact
- Performance-based funding

This shift created a highly competitive environment for securing transportation grants. In response:

- 2017: EDCTC developed the Active Transportation Connections Study to identify projects that could compete for funding
- 2020: EDCTC completed comprehensive Active Transportation Plans for the City of Placerville and Western El Dorado County

These efforts continue to guide future bicycle and pedestrian infrastructure investments.

REGIONAL COORDINATION WITH OTHER AGENCIES

El Dorado County's Regional Transportation Plan (RTP) is designed to align with the transportation plans of surrounding areas, including:

- Tahoe Basin
- Placer County
- Amador County
- Greater Sacramento Region

Additionally, the Sacramento Area Council of Governments (SACOG) develops a Metropolitan Transportation Plan (MTP) covering:

- Sacramento, Sutter, Yolo, Yuba, Placer, and El Dorado counties
- Air quality conformity analysis, which is required for the El Dorado County RTP

This coordination ensures efficient and seamless interregional transportation connections.

SACOG METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) is SACOG's long-range (20-year) regional plan, addressing transportation projects such as bikeways, roads, sidewalks, and transit infrastructure. It aims to provide efficient and diverse transportation options by

considering the current and future locations of jobs, housing, and services. The plan also includes a financial forecast to ensure that proposed projects can be funded over the next two decades. Key goals of the MTP/SCS include improving air quality, reducing traffic congestion, and lowering greenhouse gas emissions. The El Dorado County Regional Transportation Plan (RTP) is incorporated into the MTP/SCS as part of the broader regional planning effort.

SACOG updates the MTP/SCS every four years, working closely with its 22 member cities and 6 member counties. The planning process includes analyzing projections for population, housing, and job growth while gathering input from stakeholders and the general public. Since all transportation projects that receive state or federal funding must be included in the plan, SACOG collaborates extensively with local jurisdictions to ensure alignment with regional priorities.

SACOG SMART REGIONAL TECHNOLOGY AND MOBILITY MASTER PLAN

The Smart Regional Technology and Mobility Master Plan assesses emerging transportation technologies and their potential for regional implementation. This plan focuses on improving mobility through technology readiness, emergency preparedness, and performance metrics, ensuring that the region is equipped for future advancements in transportation.

A key component of this plan is the Concept of Operations report, which outlines strategies for integrating new technologies into existing transportation networks. Additionally, the plan includes the Regional ITS (Intelligent Transportation Systems) Infrastructure and the STARNET Modernization Strategy, both of which enhance communication and coordination between regional transportation agencies.

By fostering regional synergy and preparing for technological advancements, this plan helps streamline mobility and improve overall transportation efficiency in the SACOG region.

CALIFORNIA STATE WILDLIFE ACTION PLAN

The California State Wildlife Action Plan (SWAP) assesses wildlife health and outlines conservation strategies to protect habitats before they become critically endangered. It promotes responsible development, balancing the needs of wildlife conservation with California's growing population. Several transportation-related environmental challenges are addressed, including:

- Barriers to fish migration from road construction
- Spread of invasive plant species along roadway projects
- Damage to sensitive wildlife habitats
- Public health concerns from increased particulate pollution
- Disruptions to wildlife migration patterns due to rural road expansion
- Climate change impacts affecting ecosystems

These concerns are analyzed in the Draft Environmental Impact Report for the El Dorado County 2025-2045 RTP, ensuring that transportation planning aligns with conservation goals.

CORRIDOR SYSTEM MANAGEMENT PLAN

A Corridor System Management Plan (CSMP) takes a comprehensive, multi-modal approach to improving mobility in high-traffic corridors. By integrating highways, local roads, public transit, and bikeways, CSMPs aim to reduce congestion and enhance travel efficiency.

CSMPs incorporate Intelligent Transportation Technologies (ITS) such as:

- Ramp metering and coordinated traffic signals
- Real-time traveler information via changeable message signs
- Incident management strategies
- Bus/carpool lanes and ride-sharing programs

By treating transportation corridors as integrated systems rather than isolated segments, CSMPs ensure that all travel modes work together efficiently. The most recent US Highway 50 CSMP was adopted in June 2014.

CALTRANS DISTRICT 3 MANAGED LANES SYSTEM PLAN (MLSP)

Caltrans is committed to expanding the use of managed lanes across California to improve traffic flow and efficiency. A managed lane is a dedicated or preferential-use lane that employs strategies like access control, vehicle eligibility, and tolling to optimize roadway performance. These strategies align with state and regional transportation goals, prioritizing safety, sustainability, congestion relief, and community support.

Under Deputy Directive 43R1 (DD-43R1), districts operating or planning to implement managed lanes within the next 20 years must develop an MLSP in collaboration with regional transportation agencies. The District 3 MLSP is currently under development and will be finalized in 2025, outlining existing and planned managed lane facilities within the region.

US 50 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN (CMCP)

The US 50 CMCP, led by SACOG in partnership with EDCTC and regional stakeholders, is a strategic plan addressing congestion, safety, and accessibility along a 58-mile stretch of US 50. This plan takes a holistic approach, integrating improvements across various modes of transportation, including:

- US 50 freeway operations
- American River Parkway and the SacRT Gold Line transit system
- Local roadways and public transit
- Active transportation networks (biking and walking)
- Intelligent transportation systems (ITS) and broadband infrastructure

This collaborative effort involves Caltrans District 3, the Sacramento Transportation Authority (STA), local jurisdictions, tribal communities, and transit agencies, ensuring a coordinated strategy for mobility improvements between West Sacramento and Pollock Pines. The planning process remains ongoing in 2025.

CALTRANS STRATEGIC HIGHWAY SAFETY PLAN

The Strategic Highway Safety Plan (SHSP) is California's primary framework for reducing roadway fatalities and serious injuries. Updated in January 2023, this plan builds on the original 2005 SHSP, utilizing crash data and insights from safety experts statewide.

The SHSP works in conjunction with other safety programs such as the Highway Safety Improvement Program, Highway Safety Plan, and Commercial Vehicle Safety Plan. These initiatives collectively guide traffic safety goals, strategies, and performance measures for stakeholders dedicated to improving road conditions across California.

REGIONAL AND STATE TRANSPORTATION FUNDING PROGRAMS

Funding transportation projects requires careful coordination between regional and state programs. Several key initiatives shape the allocation of resources for El Dorado County and beyond:

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

The RTIP is a five-year transportation investment plan developed by EDCTC. It includes projects proposed for inclusion in the State Transportation Improvement Program (STIP) and must align with the county's Regional Transportation Plan (RTP). Submitted every odd year (due December 15), the RTIP ensures that state and local projects meet regional mobility goals.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

As a biennial five-year program, the STIP integrates regional RTIPs with the Caltrans Interregional Transportation Improvement Program (ITIP). Managed by the California Transportation Commission (CTC), the STIP determines state funding allocations for major capital outlay projects. While the CTC can approve or reject RTIPs as a whole, it cannot modify individual projects within a region's submission.

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP)

The ITIP, guided by Government Code Section 14526 and Streets and Highways Code Section 164, focuses on enhancing interregional mobility for people, vehicles, and goods. The most recent ITIP, adopted in 2018, serves as a critical funding source for statewide transportation improvements.

SENATE BILL 1 (SB-1)

After years of advocating for a solution to the state's transportation crisis, the Legislature passed and the Governor signed SB-1 (Beall, 2017), also known as the Road Repair and Accountability Act of 2017, increasing transportation funding and instituting much-needed reforms. SB-1 provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB-1 Programs and additional funding sources are outlined in detail in Chapter 13, the Financial Element.

DRAFT

CHAPTER 3: PHYSICAL SETTING

To set the framework in which the current and future transportation systems of El Dorado County function, a comprehensive characterization of the area is needed. Information included in this section describes the location, population, and demographics of the county, as well as projections for future employment, housing, and population growth.

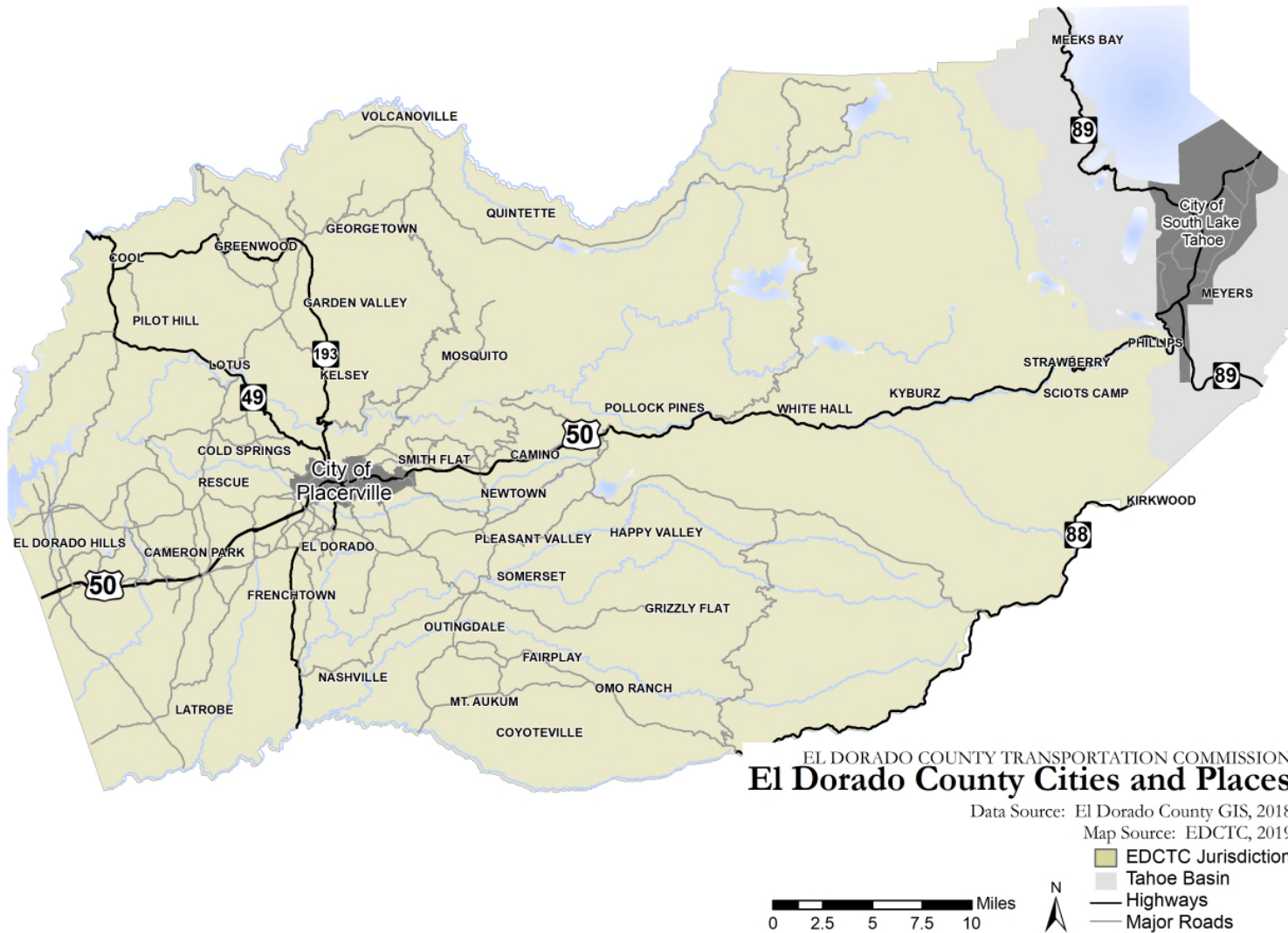
LOCATION

El Dorado County is located in the western foothills and mountains of the Sierra Nevada, extending eastward from the eastern edge of California's Central Valley. The western portion of El Dorado County is characterized by rolling foothills, increasing in elevation to the east. The county is bordered by Placer County to the north, Amador County to the south, Sacramento County to the west, and the State of Nevada to the east. A significant portion of Lake Tahoe is located in El Dorado County. In total, El Dorado County covers 1,805 square miles, ranging in elevation from approximately 200 feet above sea level to 10,881 feet above sea level at the highest peak.

There are two incorporated cities in El Dorado County: Placerville-the county seat; and South Lake Tahoe, which falls under the jurisdiction of the Tahoe Regional Planning Agency. Numerous unincorporated communities are spread throughout El Dorado County, including but not limited to El Dorado Hills, Cameron Park, Shingle Springs, El Dorado, Diamond Springs, Latrobe, Fairplay, Somerset, Grizzly Flat, Camino, Pollock Pines, Coloma/Lotus, Garden Valley, Georgetown, Rescue, Mt. Aukum, Pleasant Valley, Kyburz, Strawberry, and Cool. Map 3-1 illustrates the location of El Dorado County within California, while Map 3- 2 highlights designated places within the county.

Map 3-1: El Dorado County Location in California





Map 3-2: Cities and Places of El Dorado County

CLIMATE

The weather in El Dorado County varies significantly depending on elevation, ranging from warm, dry summers and mild winters in El Dorado Hills and Placerville to cooler summers and snowy winters in South Lake Tahoe. Typically, temperatures in the lower elevations are warmer in both summer and winter, while higher-elevation mountain areas experience cooler temperatures year-round.

The primary rainy season in El Dorado County occurs between November and April; severe rainfall events and damaging winter storms do occur on occasion. The Sierra Nevada snowpack serves as a critical water source for the region during the dry summer months, as the gradual snowmelt replenishes reservoirs along the western slope.

TABLE 3-1: TEMPERATURE AND PRECIPITATION IN EL DORADO COUNTY

Area	Average Annual Maximum Temperature	Average Annual Minimum Temperature	Average Annual Total Precipitation
Placerville	71.3	43.8	38.16
Georgetown	67.8	45.5	52.98
South Lake Tahoe	58.1	34.0	12.98

Source: Western Regional Climate Center, <https://wrcc.dri.edu/summary/Climsmnca.html> 2024

CHARACTER

El Dorado County is truly Gold Country, as it is where the California Gold Rush began. From the rolling landscapes of El Dorado Hills to the historic narrow streets of Placerville, all the way up the iconic Pony Express Trail to Lake Tahoe, El Dorado County is rich in history. The Marshall Gold Discovery State Historic Park in Coloma features a full-scale replica of Sutter’s Mill and attracts up to 500,000 visitors annually.

El Dorado County boasts a diverse array of agricultural resources. The renowned orchards of Apple Hill™ draw tens of thousands of visitors each fall for the annual harvest. The wineries of El Dorado have gained national acclaim since 1984, when the County was officially designated as a wine district appellation under the El Dorado name by the federal government. In 2001, the Fairplay sub-region received a similar designation, further cementing the area’s reputation for winemaking.

The Red Hawk Casino, owned and operated by the Shingle Springs Band of Miwok Indians. The casino employs over 1,000 people and is conveniently located off US Highway 50 in Shingle Springs serving more than 10,000 visitors daily. The tribe is also developing housing on the Rancheria providing affordable homes for tribal members.

Of the 1,805 square miles in El Dorado County, over half is publicly owned in the form of national forests, parks, and recreational areas. The combination of vast public lands, privately owned timberlands, parks, campgrounds, orchards, wineries, and recreational facilities helps preserve and promote open spaces for which the County is widely recognized. The climate, geography, agriculture, recreation, and rich history of El Dorado County makes it a highly sought-after destination and an exceptional place to live.

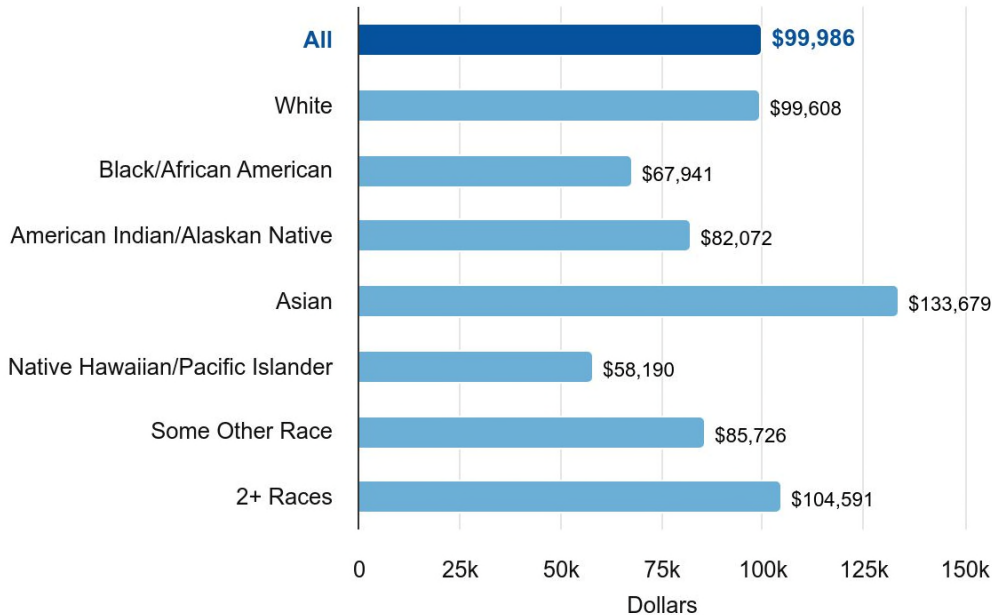
The western portion of El Dorado County, stretching from Cameron Park to the Sacramento County Line, is increasingly suburban and urban in nature. The communities of Cameron Park and El Dorado Hills resemble other fast-growing communities in eastern Sacramento County and the City of Folsom. According to the 2010 US Census, this area is classified as urban and offers a variety of residential, employment, and service sector opportunities.

This area also includes the El Dorado Hills Business Park, located south of U.S. Highway 50, on the west side of Latrobe Road. The 900-acre business park is home to more than 200 companies, including one of the county's largest employers, Broadridge.

El Dorado County has diverse socio-economic, cultural, and lifestyle character, which attracts a wide range of residents and visitors. Among this diversity are populations with unique needs, requiring accessible and multi-modal transportation options, including bikeways, public transit, and emergency services.

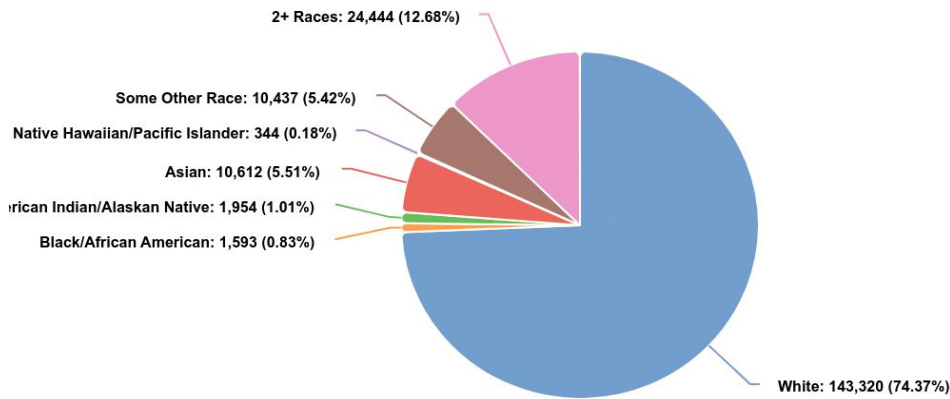
DEMOGRAPHICS

Median Household Income: El Dorado



Source: welldorado.org (2024) Includes El Dorado County portion of Lake Tahoe Basin

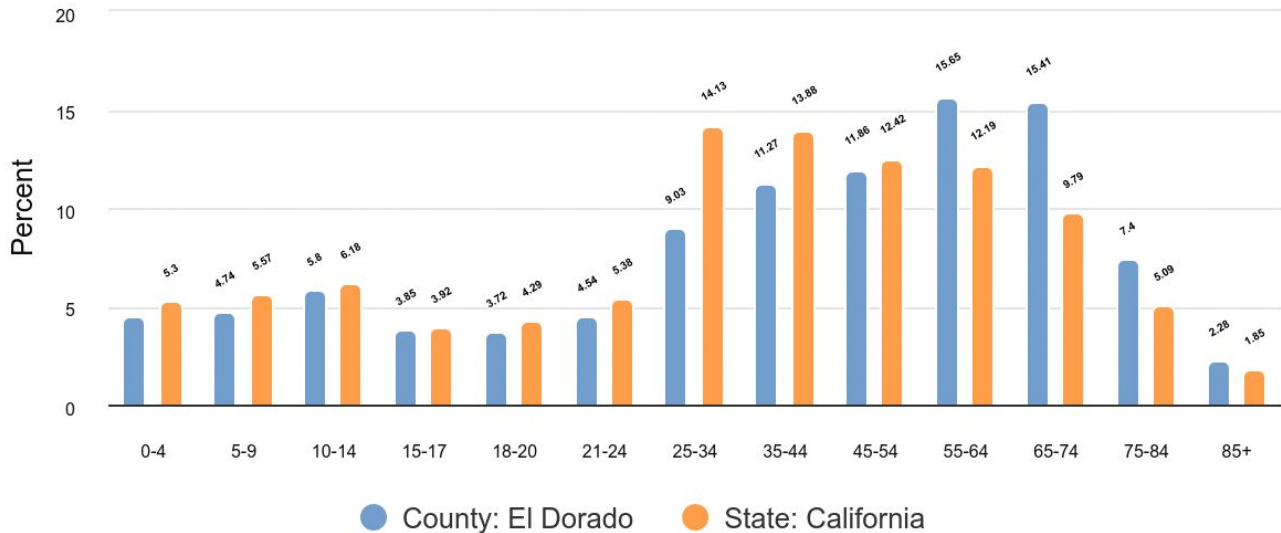
Population by Race County: El Dorado



Claritas, 2024. welldorado.org

Source: welldorado.org (2024) Includes El Dorado County portion of Lake Tahoe Basin

Population by Age Group County: El Dorado



Claritas, 2024. welldorado.org

Source: welldorado.org (2024) Includes El Dorado County portion of Lake Tahoe Basin

GROWTH ASSUMPTIONS

INTRODUCTION

El Dorado County has experienced a growth rate of 3.7% over the last decade. However, since reaching its peak in 2021, there has been a decline of 3.25%. The majority of the County's residents, 157,873 people, live in rural and suburban regions outside the two incorporated cities.

Between 2007 and 2015, El Dorado County experienced a natural population increase, with births exceeding deaths. In contrast, in 2016, the number of deaths exceeded births, indicating a decline in natural population growth. Between 2013 and 2016, there was an increase in net migration, with a total of 1,095 in-migrants in 2016. In that same year, individuals aged 40 and over accounted for a majority of the population. The age ranges of 18 to 24 and 25 to 39 were significantly below the California average in 2015. Between 2006 and 2016, the County's population aged considerably, with substantial growth in the age groups 55 and older age groups and notable declines in age groups 55 and younger. With an aging population, healthcare-related transportation services will become increasingly important to the County.

El Dorado County became more racially diverse between 2010 and 2015, with distinct trends among various ethnic and racial groups. However, the county still maintains a significantly higher percentage of Caucasians compared to the California state average. While the overall population diversity increased in El Dorado County, the American Indian population declined by 37.7 percent, and the Asian population decreased by 9.3 percent. These decreases were offset by substantial increases in the Black or African American population (274.7 percent), the Pacific Islander population (306.1 percent), and the population identifying as two or more racial groups (86.8 percent).

Source: [2017 EDC Demographic Profile.pdf](#)

As the Regional Information Center for the Sacramento area, the Sacramento Area Council of Governments (SACOG) has prepared and adopted population and employment forecasts for the *development* of the Regional Transportation Plan. The forecasts below reflect the anticipated growth *within* El Dorado County over the 20-year horizon of this plan. SACOG developed these population and employment forecasts in consultation with local jurisdictions and the US Census.

POPULATION PROJECTIONS

The population forecasts included in the Regional Transportation Plan were developed by SACOG. These forecasts are presented at various intervals, as shown in Table 3-2, with historical 2020 data provided for comparison for each jurisdiction.

TABLE 3-2: POPULATION PROJECTIONS 2025 REGIONAL TRANSPORTATION PLAN AND SACOG MTP/SCS

Regional Analysis Districts (RADs)	2020	2035	2045**	2050
El Dorado County Total*	163,085	171,724	177,563	180,483
Cameron Park-Shingle Springs	33,497	35,063	36,589	37,352
Coloma - Lotus	8,484	8,729	8,747	8,756
Diamond Springs	12,967	13,359	13,921	14,202
El Dorado High Country	2,241	2,230	2,387	2,466
El Dorado Hills	48,450	54,176	57,343	58,927
Georgetown	8,793	8,833	8,849	8,857
Mt Aukum - Grizzly Flat	6,936	6,987	6,982	6,979
Pilot Hill	5,431	5,441	5,445	5,447
Pollock Pines	15,692	15,709	15,708	15,707
Placerville	20,594	21,197	21,592	21,790

*Excludes Tahoe Basin

**Interpolated linearly between 2035 and 2050

Source: SACOG, April 2024. Based on Draft growth allocation for 2024 MTP/SCS.

HOUSING (DWELLING UNIT) PROJECTIONS

El Dorado County has an estimated 94,837 housing units. For the County as a whole, 76.1% of homes are owner-occupied. However, only 44% of housing units in South Lake Tahoe are owner-occupied, which affects this number. Many homes in that area are not primary residences but rather second homes. El Dorado County home values have decreased 2.3% over the past year. The median home value of owner-occupied housing is \$654,227. The median list price per square foot in El Dorado County is \$315, which is lower than the State of California average of \$398.

Source: California Association of Realtors, Jan 2024

Housing forecasts are developed by SACOG. Housing forecasts are provided at varying intervals, as shown in Table 3-3. For comparison, historical 2020 data is included for each jurisdiction.

TABLE 3-3: HOUSING PROJECTIONS 2025 REGIONAL TRANSPORTATION PLAN AND SACOG MTP/SCS

Regional Analysis Districts (RADs)	2020	2035	2045**	2050
El Dorado County Total*	67,050	71,095	73,967	75,403
Cameron Park-Shingle Springs	12,823	13,547	14,332	14,725
Coloma - Lotus	3,286	3,392	3,409	3,417
Diamond Springs	5,301	5,504	5,760	5,888
El Dorado High Country	1,523	1,523	1,590	1,623
El Dorado Hills	16,905	19,565	21,109	21,881
Georgetown	3,548	3,568	3,574	3,577
Mt Aukum - Grizzly Flat	3,845	3,855	3,855	3,855
Pilot Hill	2,314	2,316	2,320	2,322
Pollock Pines	7,690	7,698	7,698	7,698
Placerville	9,815	10,127	10,320	10,417

*Excludes Tahoe Basin

**Interpolated linearly between 2035 and 2050

Source: SACOG, April 2024. Based on Draft growth allocation for 2024 MTP/SCS

EMPLOYMENT PROJECTIONS

The County’s largest employment sector is Educational Services, Health Care, and Social Assistance, employing 17,623. Professional, Scientific and Management, and Administrative and Waste Management Services employ 12,356. Arts, entertainment and recreation, and accommodation and food services come in third, employing 11,514.

Employment forecasts included in the Regional Transportation Plan are based on the expected increase in building square footage or acreage as outlined in each local general plan. SACOG converts these factors into employment figures using calculated holding capacities that align with those assumed in the local general plans. Employment forecasts are provided at varying intervals, as shown in Table 3-4. For comparison, historical 2020 data is included for each jurisdiction in Table 3-5.

TABLE 3-4: EMPLOYMENT PROJECTIONS 2025 REGIONAL TRANSPORTATION PLAN AND SACOG MTP/SCS

Regional Analysis Districts (RADs)	2020						2035					
	Educ. / Gov't / Health	Retail / Food	Office / Service	Ind'l / Warehouse	Home-based Bus. / Other	Total	Educ. / Gov't / Health	Retail / Food	Office / Service	Ind'l / Warehouse	Home-based Bus. / Other	Total
El Dorado County Total*	11,491	9,408	18,410	6,558	5,707	51,574	13,164	11,490	20,567	6,557	5,707	57,486
Cameron Park-Shingle Springs	1,302	2,175	4,061	1,158	1,247	9,943	1,535	2,629	4,806	1,158	1,247	11,375
Coloma - Lotus	105	101	151	68	341	766	105	101	151	68	341	766
Diamond Springs	460	236	350	175	415	1,636	460	328	358	172	415	1,733
El Dorado High Country	19	32	43	45	74	213	19	32	43	45	74	213
El Dorado Hills	2,288	1,940	7,761	2,323	1,926	16,238	3,552	2,696	8,991	2,323	1,926	19,489
Georgetown	325	263	399	124	241	1,352	325	263	399	124	241	1,352
Mt Aukum - Grizzly Flat	163	82	849	96	141	1,331	163	82	849	96	141	1,331
Pilot Hill	93	70	113	29	156	461	93	208	135	29	156	621
Pollock Pines	623	691	389	385	480	2,568	623	785	404	385	480	2,677
Placerville	6,113	3,818	4,294	2,155	686	17,066	6,290	4,366	4,430	2,157	686	17,928

*Excludes Tahoe Basin

Source: SACOG, April 2024. Based on Draft growth allocation for 2024 MTP/SCS.

TABLE 3-4: EMPLOYMENT PROJECTIONS 2025 REGIONAL TRANSPORTATION PLAN AND SACOG MTP/SCS (cont.)

Regional Analysis Districts (RADs)	2045**						2050					
	Educ. / Gov't / Health	Retail / Food	Office / Service	Ind'l / Warehouse	Home-based Bus. / Other	Total	Educ. / Gov't / Health	Retail / Food	Office / Service	Ind'l / Warehouse	Home-based Bus. / Other	Total
El Dorado County Total*	13,671	12,625	21,962	7,023	5,707	60,988	13,924	13,192	22,660	7,256	5,707	62,739
Cameron Park-Shingle Springs	1,599	3,134	4,986	1,365	1,247	12,331	1,632	3,386	5,076	1,468	1,247	12,810
Coloma - Lotus	105	195	166	68	341	875	105	241	174	68	341	929
Diamond Springs	460	330	385	241	415	1,831	460	331	399	275	415	1,880
El Dorado High Country	19	32	43	45	74	213	19	32	43	45	74	213
El Dorado Hills	3,819	3,006	10,004	2,410	1,926	21,164	3,952	3,160	10,510	2,453	1,926	22,002
Georgetown	325	263	399	124	241	1,352	325	263	399	124	241	1,352
Mt Aukum - Grizzly Flat	163	82	849	96	141	1,331	163	82	849	96	141	1,331
Pilot Hill	93	208	135	29	156	621	93	208	135	29	156	621
Pollock Pines	623	785	404	385	480	2,677	623	785	404	385	480	2,677
Placerville	6,464	4,591	4,590	2,261	686	18,592	6,552	4,703	4,670	2,313	686	18,924

*Excludes Tahoe Basin

**Interpolated linearly between 2035 and 2050

Source: SACOG, April 2024. Based on Draft growth allocation for 2024 MTP/SCS.

TABLE 3-5: HISTORICAL CENSUS DATA

	1980	1990	2000	2006	2010	2013	2016	2020	2021	2022
Population**	85,812	125,995	156,299	174,835	181,058	181,737	185,625	191,185	193,221	192,646
Households**	32,505	46,845	58,939	65,310	70,223	66,751	69,653	75,320	74,909	74,376
Registered cars and trucks	52,325	114,953	164,839	163,241	N/A	N/A	N/A	N/A	N/A	N/A
Persons Over 16 in Labor Force	42,404	62,301	78,086	94,609	89,358	88,104	79,778	90,297	95,478	92,612
Persons who drove alone to work*	25,433	43,213	54,656	64,805	62,194	60,358	60,238	55,358	56,804	57,471
Persons carpooling to work*	7,349	8,397	9,599	10,581	9,052	8,001	7,216	5,508	6,160	6,831
Persons using public transit*	752	920	1,294	1,187	1,219	914	1,349	742	288	181
Mean commute time (in minutes)	21	24	28	29	30	29	30	29	27	32
Persons 65 years and older**	8,478	14,885	19,278	19,615	26,362	31,982	35,629	42,658	43,408	45,669
Median Household Income (Real \$'s)**	\$17,513	\$35,058	\$51,484	\$68,640	\$66,129	\$61,365	\$75,772	83,710	87,491	105,982

Source: U.S. Census Bureau, American Community Survey. Unless otherwise noted, all data are from 1-year samples.

*Compiled from 5-year sample data for 2010, 2013, 2016 and 2020.

**Compiled from the Decennial Census for 2020

SACOG Info Center info@sacog.org

April 2024

SUMMARY

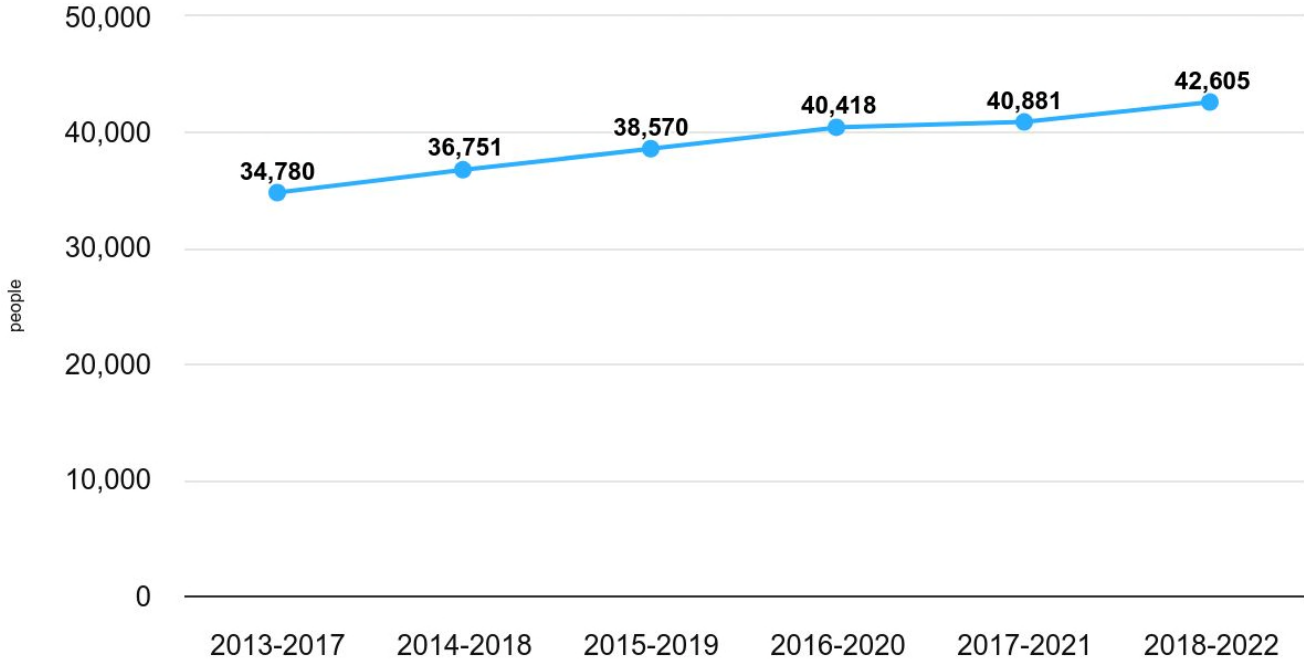
El Dorado County’s communities, natural resources, open space and recreation opportunities, economic opportunities, rural lifestyle can be highly attractive to residents, workers, and businesses, creating a vibrant environment in which to plan for and implement transportation improvements. To understand how growth impacts transportation, it is useful to review historical growth trends. Notably, the population of El Dorado County has seen a significant increase in the aging cohorts over the past 20 years. Figure 3-1 highlights the increase in persons aged 65 and older in El Dorado County. This aging cohort has grown at a higher rate compared to the rest of California, a demographic shift that is likely to drive increased demand for transit services tailored to the elderly. Economic forecasts further predict that the proportion of residents aged 65 and older in El Dorado County will continue to rise.



FIGURE 3-1

**Population Over Age 65 (Count)
County: El Dorado**

welldorado.org



Source: American Community Survey 5-Year (2018-2022)

Source: www.welldorado.org (January 2025)

CHAPTER 4: REGIONAL TRANSPORTATION ISSUES

PUBLIC OUTREACH

Throughout the planning process for the 2025-2045 Regional Transportation Plan (RTP), EDCTC staff actively engaged with the public, stakeholders, and both regional and local agency staff to identify key transportation issues on the western slope of El Dorado County.

EDCTC staff-initiated work on the 2025-2045 RTP in November of 2023. At that time the EDCTC Board ratified the Stakeholder Advisory Committee Matrix, which includes a diverse cross-section of government agency staff, citizen organizations, and public advocates to engage in the planning process and advise Commission staff on proposed projects and programs (see Appendix ##).

In June of 2024, The Commission approved the Draft RTP Policy Element, including the Vision, Goals, Objectives, and Strategies. The RTP Advisory Committee met four times during the plan's development. The EDCTC RTP webpage was regularly updated with information on the plan's progress, including recordings of the virtual advisory committee meetings and the Draft Vision, Goals, Objectives, and Strategies. Participation in the RTP Advisory Committee meetings was high, with over 30 members attending each meeting (<https://edctc.org/regional-transportation-plan-2025-2045>).

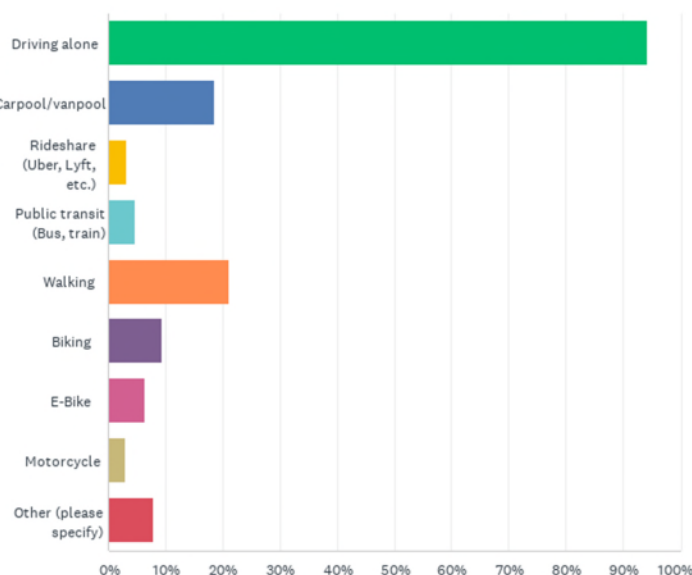
The EDCTC 2025-2045 RTP was also developed in close coordination with the SACOG Blueprint - SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2050 update, which followed a similar timeline for adoption.

From May 17, 2024, to June 17, 2024, the El Dorado County Transportation Commission administered an online questionnaire to collect ideas and interests on how community members would like to prioritize transportation investments. The survey was widely distributed via social media platforms, and two in-person pop-up events were held to further engage members of the public who may not typically participate in these public agency planning efforts. 466 community responses were used to inform the Regional Transportation Plan supporting the evaluation, prioritization and performance measurement of the projects proposed in this RTP. The complete survey summary is provided in Appendix ##. Figure 1 displays responses about travel choices captured in the survey.

FIGURE 1

How Do You Typically Travel?

(2024 Transportation Investments Survey)



SURVEY RESULTS: TRANSPORTATION PRIORITIES

The 2024 Transportation Investments Survey asked respondents to rank their transportation priorities from highest to lowest, with 5 being the highest and 1 being the lowest. As was expected, the greatest concern among all respondents was road conditions and maintenance efforts followed by safety and then congestion. Their responses are provided in Table 1 below:

TABLE 1

Priority		5	4	3	2	1
1	Repaving roads, fixing potholes, and other regular road maintenance	72.51%	11.90%	7.58%	2.81%	5.19%
2	Improving road safety and reducing collisions (i.e. widening shoulders, improving sight distance, curve corrections, improvements at intersections)	46.22%	24.41%	14.90%	8.21%	6.26%
3	Reducing congestion on local roads	30.74%	23.59%	24.68%	11.47%	9.52%
4	Reducing congestion on freeways/highways (US50/State Route 49)	30.15%	23.64%	23.64%	11.93%	10.63%
5	Adding infrastructure and improving safety for pedestrians and bicyclists (dedicated paths/lanes, crossings, wayfinding)	26.14%	20.70%	22.00%	14.60%	16.56%
6	Making equitable transportation investments that would benefit underrepresented communities (i.e. low-income residents, rural residents, seniors, communities of color)	18.48%	16.96%	21.74%	16.74%	26.09%
7	Improving local transit routes, increasing frequency and availability of transit	17.07%	15.10%	28.45%	17.29%	22.10%
8	Investing in projects that support improved environmental quality (i.e. electric vehicle charging, carpool lanes, bike lanes, transit)	16.04%	12.53%	20.44%	15.82%	35.16%
9	Providing programs to encourage commuters to use alternatives to driving like carpooling, public transit, or working from home)	10.70%	13.10%	24.24%	17.90%	34.06%

PRIORITY 1 – ROAD MAINTENANCE

Roadway rehabilitation and ongoing maintenance, including vegetation and storm water management, are becoming increasingly important to ensure safe and effective travel - especially as traffic and congestion intensifies in areas of the county experiencing increased visitation for tourism and recreation across more rural parts of the County. Investing in the upkeep of existing roads, bridges, and rights of way remains a critical priority to maintain a safe and effective transportation network that serves existing needs and supports future growth.

Roadways, bridges, and the associated infrastructure have a finite useful life, necessitating adequate funding for their maintenance and rehabilitation. Moreover, rehabilitation projects may be required to accommodate evolving travel patterns. For example, interchanges may need to be upgraded to

facilitate smoother traffic flow, additional paving might be needed in response to accelerated pavement deterioration increased truck traffic, and extra lanes may need to be added, with shoulders widened or constructed as necessary. Furthermore, as the threat of wildfire continues to plague the region, maintaining the rights-of-way and travel lanes is ever more critical to provide for evacuation preparedness and emergency response.

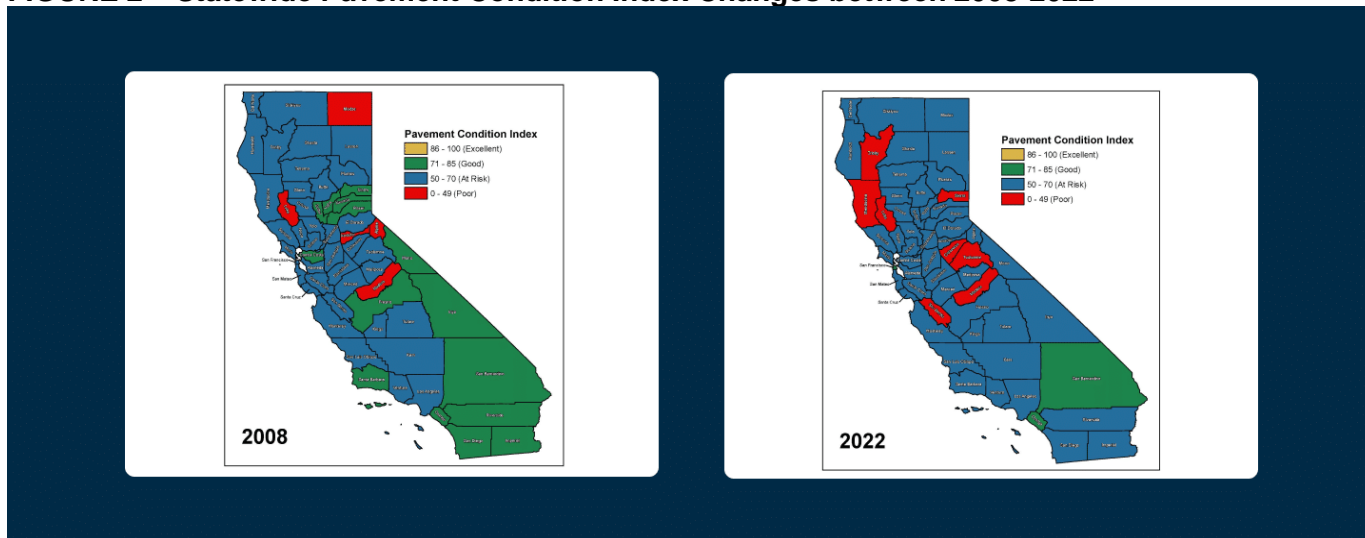
Eighty-one percent of California's pavement is owned and maintained by cities and counties. The California State Association of Counties and League of California Cities, in collaboration with the California Regional Transportation Planning Agencies and the Rural Counties Task Force, released an updated Statewide Local Streets and Roads Needs Assessment in 2023. According to this assessment, the Pavement Condition Index (PCI), the universal index used to measure the condition of pavement, of local streets and roads has decreased by half a point since 2020. On a scale of zero (failed) to 100 (excellent), the average statewide PCI for local streets and roads is 65 – classified as "At Risk". Additionally, 54 out of 58 counties have either at-risk or poor pavement conditions. Figure 2 illustrates the changes in the statewide pavement condition since 2008. El Dorado County maintains 1,082 centerline miles of pavement with an average PCI of 63, or "at risk", as of 2022. Additionally, El Dorado County DOT maintains 76 bridges and a multitude of storm drainage systems, culverts, and other related infrastructure.

Good stewardship of taxpayer funds means preserving and maintaining roads in good condition rather than waiting until they deteriorate or fail, which would necessitate costly repairs or complete replacement. Preventive maintenance treatments (e.g., slurry seals, chip seals, thin overlays) are the most cost-effective means to achieve best management practices (BMPs). In addition to being less expensive, preventive maintenance minimizes disruption to commerce and the public mobility and is more environmentally friendly than extensive rehabilitation or reconstruction.

As pavement conditions deteriorate, the cost to repair them increases exponentially. For example, reconstructing a segment of paved road can cost up to 14 times more than preserving it while it is in good condition and even modest resurfacing is 4 times more expensive than maintaining pavement in BMP condition. In practical terms, 14 miles of roadway can be maintained in a BMP condition for the same cost as reconstructing 1 mile of failed pavement. By elevating local roadway systems to BMP standards, cities and counties can maintain streets and roads at the most cost-effective level – an outcome that is both optimal and fiscally responsible.

Furthermore, as maintenance and rehabilitation projects are undertaken, it is essential to incorporate all transportation modes into design decisions to ensure that pedestrians, bicyclists, auto drivers, large truck operators, and transit services can all travel efficiently and safely. Additionally, integrating maintenance cost plans into project planning will help ensure the long-term sustainability of the transportation system across all modes.

FIGURE 2 – Statewide Pavement Condition Index Changes between 2008-2022



During Fiscal Year 2023/24, El Dorado County allocated \$776,708 on asphalt maintenance. An additional \$11,725,635 was spent on various surface treatments, asphalt grinding, and paving contracts to maintain their 1082 miles of western slope roadway at a Pavement Condition Index (PCI) of 63. These figures exclude costs associated with engineering, equipment, staff time, or maintenance activities related to brush clearing, ditching, or culvert maintenance. The ten-year pavement needs in El Dorado County are estimated at \$671 million in 2022 dollars.

In 2014, the City of Placerville Pavement Management Program estimated an average annual need of \$3 million to elevate 48 miles of roadway (currently at PCI of 52) to a rating of 70 over the next 20 years. Since 2014, the City has paved approximately 20% of these roadways. Accounting for the escalation of construction costs, the City currently estimates a need of \$3.2 million per year to bring the remaining roadways to a PCI rating of 70 over the next 20 years.

The summary of PCI data for El Dorado County, including the City of Placerville and South Lake Tahoe, is presented in Table 2.

TABLE 2

Centerline Miles	Lane Miles	Area (Square Yards)	Average Weighted PCI						
			2010	2012	2014	2016	2018	2020	2022
1,399	2,684	21,458,907	58	63	63	62	63	63	63

Source: California Statewide Local Streets and Roads Needs Assessment April 2023

El Dorado County and the City of Placerville each operate pavement management programs to ensure the strategic and timely maintenance of local streets and bridges. However, funding for these improvements remains limited, as statewide funding programs are now primarily focused on transportation investments that address climate change.

PRIORITY 2 – IMPROVING SAFETY

SAFETY

Improving the safety and efficiency of the complete transportation system is vital to advancing transportation policy and protecting public health. A healthy community design incorporates elements -such as integrated transportation networks, well-designed streets, and supportive zoning and land use policies-that work together to promote public health and safety. Active transportation infrastructure further connects places where people live, learn, work, shop, and play by providing safe and convenient facilities for walking and bicycling.

State funding exists for safety improvement projects for highways, transit, bicycle/pedestrian facilities and safe routes to schools. Nevertheless, the demand for safety improvements far exceeds available funding. Additional funds are available for bridge projects, and for airport upgrades and enhancements that impact safety.

The RTP includes a wide array of transportation system projects that enhance safety for all users. This aligns with the goals of California's Strategic Highway Safety Plan (SHSP), a statewide, comprehensive, data-driven initiative launched in 2005 to reduce fatalities and serious injuries on public roads. The SHSP is regularly updated to ensure continued progress and meet evolving safety needs.

Roadway Safety

In 2022, El Dorado County finalized the Local Road Safety Plan (LRSP). The LRSP process involved a comprehensive network screening analysis that identified key priority locations for potential case studies. Table 3 below presents the prioritized project locations within the study area (excluding South Lake Tahoe).

TABLE 3: El Dorado County Short-List of Priority Locations

Locations	Crashes	Local CCR Differential	Equivalent Property Damage Only (EPDO)	Notes
Missouri Flat Road and Forni Road	22	-0.03	102	Two pedestrian crashes and three head-ons
Missouri Flat Road and Golden Center Drive	16	-0.04	529	One fatal, three severe injury crashes, two head-ons. Location of future Diamond Springs Connector Project.
Missouri Flat Road and Old Depot Road	6	-0.02	149	One Fatal, Pedestrian, 3 Dark
Lotus Road and Gold Hill/Luneman Road	7	0.21	259	One Fatal, One Severe Injury Crash. Located near a School
Salmon Falls Road between Salmon Valley Lane and Timeless Lane ¹	63	1.89	2213	1 Fatal, 11 Severe, 21 Motorcycle Crashes, 20 Hit Object, 15 Dark, 10 Overturned

Note: 1. 10 Segments along Salmon Falls Road Combined, 7 Miles total

Source: El Dorado County Local Road Safety Plan, Table 3.

eldoradocounty.ca.gov/files/assets/county/v/1/documents/services/roads-amp-transportation/2022-07-el-dorado-draft-lrsp.pdf

Bicycle and Pedestrian Safety

According to the 2020 El Dorado County Active Transportation Plan¹, there were 52 reported collisions in the EDCTC planning area involving bicyclists and 49 collisions involving pedestrians during the period of 2013-2017. The most common violation by a bicyclist was riding on the wrong side of the road, which may indicate insufficient bicycle facilities, inadequate safe crossing opportunities, or a lack of knowledge-or disregard for- laws requiring riding with the flow of traffic on the right side of the travel lane or shoulder. In 22 of 49 reported pedestrian-involved collisions, pedestrians were found to be at fault. These incidents were classified as “Pedestrian Violations,” a term commonly used to describe collisions with pedestrians crossing at unmarked crossings. Similarly, the bicyclist violations suggest a lack of adequate crossings or pedestrian facilities.

PRIORITIES 3 & 4 –REDUCING CONGESTION ON LOCAL ROADS AND HIGHWAYS

Throughout the RTP development process, congestion emerged as a consistently cited primary concern on both the state highways and local roads across the western slope of El Dorado County. Although even the most severe congestion in El Dorado County does not rival that of major metropolitan areas, it remains a fundamental issue for residents, local transportation agencies, businesses, and emergency services.

The El Dorado County Department of Transportation’s Capital Improvement Program (CIP) and Traffic Impact Fee (TIF) Program include several large capital transportation infrastructure projects designed to mitigate congestion resulting from planned growth and development. However, congestion due to interregional tourism and seasonal events remains an issue between US 50 between the western County line and Cameron Park, and especially on US 50 within the City of Placerville.

Most peak-period congestion along US 50 near the county line is attributed to daily commute traffic, largely because approximately 69 percent of El Dorado County residents commute westward out of the County each day (*Next Generation Transportation Investments Strategy, 2025*).

Job growth is expected to increase during the planning period for this RTP. As noted in Chapter 3, over 50,000 new jobs are expected in the western slope of El Dorado County by 2035, with over 60,000 projected by 2050. Despite this growth, El Dorado County will continue to export commuters due to the jobs-housing imbalance, peak-period congestion is likely to persist on US 50 as a result of these commute patterns.

However, it is likely that many of the new jobs based in El Dorado County will be remote or home-based. El Dorado County has a slightly higher percentage of individuals working from home than the statewide average, and that number is projected to increase. Figure 3 shows the percentage of individuals working from home across various census tracts in El Dorado County, while Figure 4 illustrates the trend of employees working from home in El Dorado County compared to the statewide average.

FIGURE 3: Work from Home Percentage in El Dorado County Census Tracts

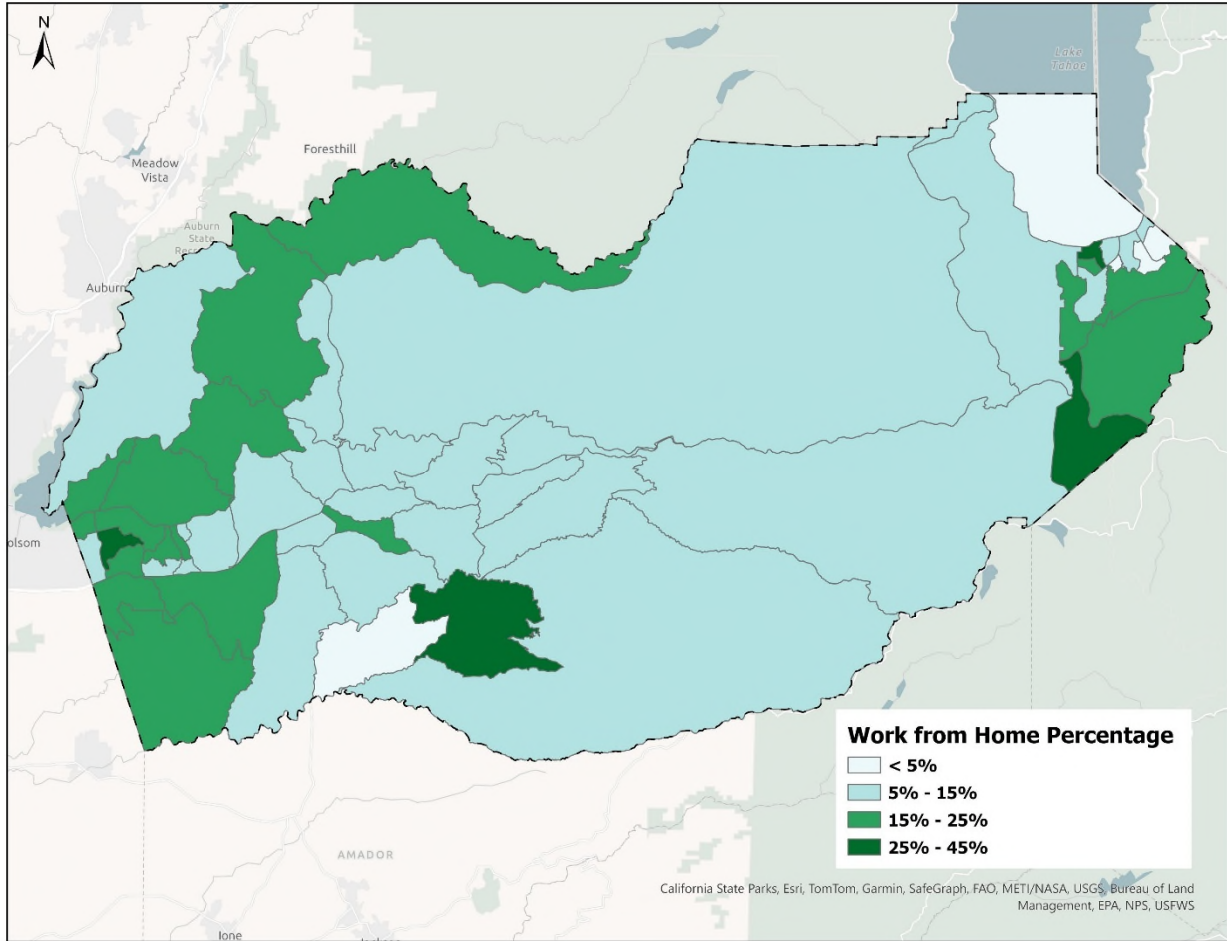
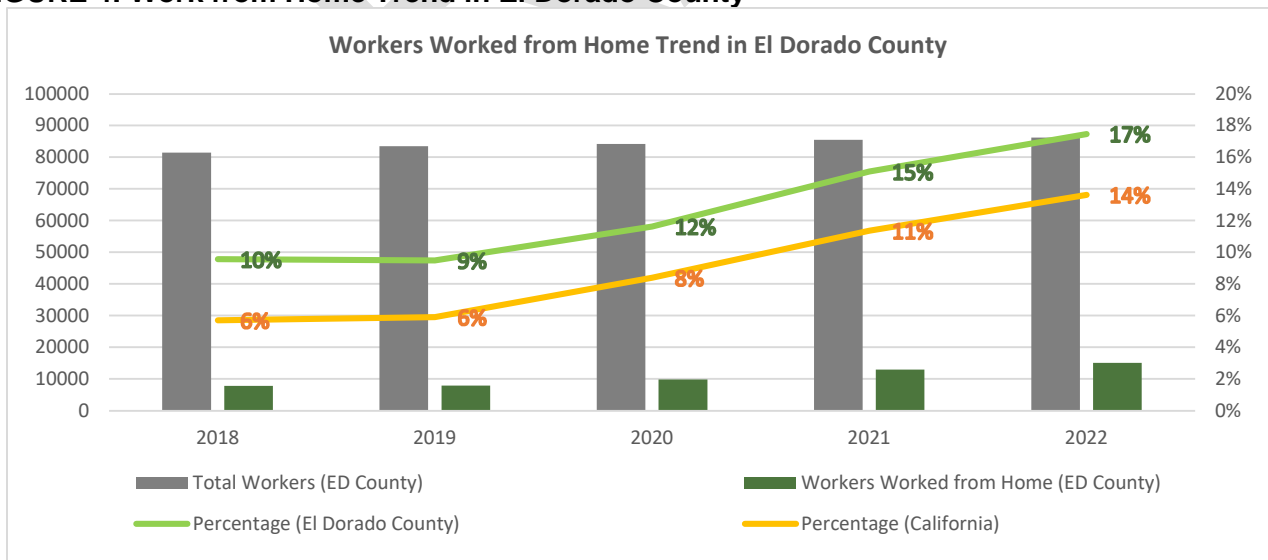


FIGURE 4: Work from Home Trend in El Dorado County



Source: Next Generation Transportation Investments Strategy 2025; ACS 5-Year Estimates, 2021 Means of Transportation Map by US DOT

Interregional Tourism and Recreation Travel

The transportation needs of the recreation and tourism industries continue to significantly influence the transportation infrastructure in El Dorado County. It is essential that the unique transportation demands of recreation-oriented travel be fully considered in all transportation planning. For example, peak travel periods for recreational activities often differ from traditional commute patterns. El Dorado County offers a wide variety of tourism and recreational opportunities, ranging from whitewater rafting and historical tours to wine tasting, agritourism activities, and mountain snow sports. As this economic sector continues to grow, increased demand will be placed on the rural state and local transportation system, necessitating greater planning and focus to serve not only the resident population but also the broader user population. This is even more critical when planning for wildfire evacuation preparedness of the residents and visitors of these often rural or remote areas. The following issues have been identified in various reports and studies regarding interregional tourism and recreation travel along US 50 between the western El Dorado County line and the Tahoe Basin:

- Tourism and recreation travel, as detailed in the Bay to Tahoe Basin Tourism and Recreation Travel Impact Study (2014), can account for 80% or more of daily peak-hour traffic along primary routes such as US 50 in the City of Placerville.
- Over four million visitors from the Bay Area alone generate nearly eight million trips annually to the Lake Tahoe Basin (2014 Bay to Tahoe Basin Recreation Tourism and Travel Impact Study; page ES-2).
- In addition to the millions of trips to and from Lake Tahoe, the Apple Hill™ agritourism area experiences very high seasonal area traffic volumes, with 40% of the eastbound traffic on US 50 during the peak fall season directed toward the Camino area (El Dorado County Sustainable Agritourism Mobility Study, 2016).
- As a percentage of all trips entering the Tahoe Basin, US 50 accommodates more travelers than I-80 during both winter and summer months. In February 2017, 30% of travelers entered from US 50 compared to 27% in July (Linking Tahoe: Corridor Connection Plan, 2017).

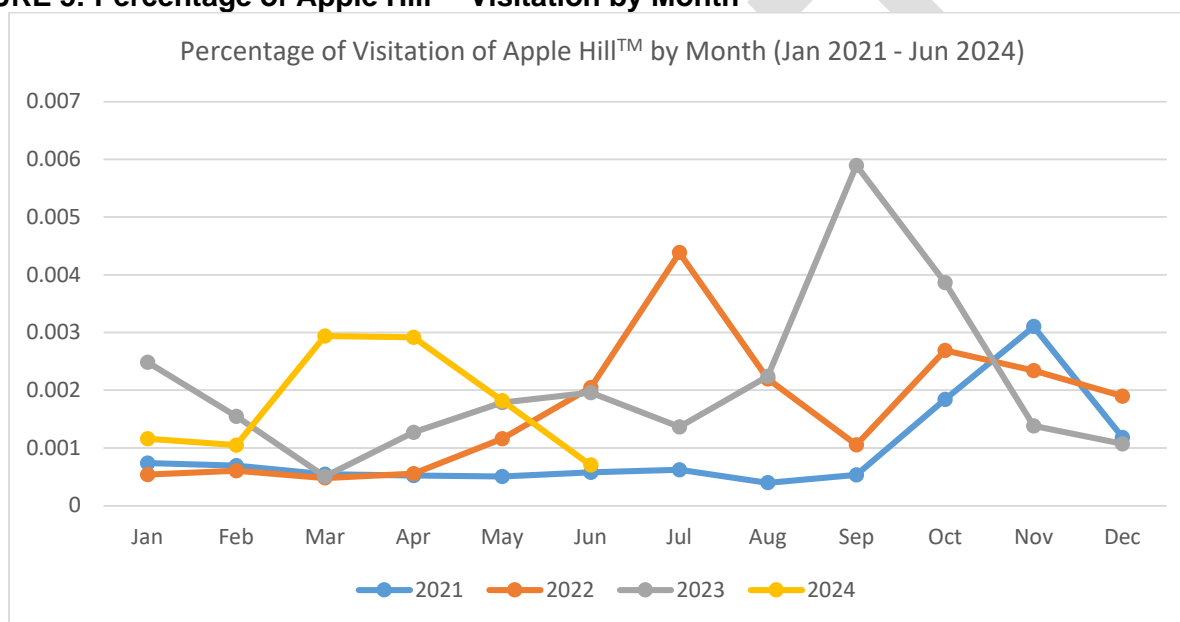
One of the challenges is to provide a public transportation system that is both convenient and flexible, encouraging visitors to opt for alternative modes of travel and reducing reliance on personal vehicles. Furthermore, typical visitors often travel in groups, transport recreational equipment, or purchase agriculture products, which underscores the need for seamless multimodal connectivity (e.g., linking cars, bus, bicycles, and shuttles).



The primary challenge, however, is that transportation funding has traditionally been based on a formula that considers only resident population and lane miles of a jurisdiction, overlooking the significant impact of millions of annual visitors on the transportation system, funding programs must be designed to serve the entire population – not just residents.

Recreational trips comprise a significant portion of travel in El Dorado County. The region's diverse landscapes - from the Sierra Nevada to rolling foothills - make it a popular destination for outdoor enthusiasts. Some of the most popular recreational destinations include South Lake Tahoe, renowned for its scenic beauty and year-round activities; Apple Hill™, celebrated for its orchards and seasonal festivities; and the American River, known for whitewater rafting and hiking. The Rubicon Trail, located in the South Lake Tahoe Basin east of the EDCTC area, is a major attraction for off-highway vehicle (OHV) enthusiasts, offering one of the most challenging and renowned 4x4 trails in the country. Figure 5 illustrates visitation trends for Apple Hill™ within the plan area from January 2021 to June 2024. The data highlights October as the peak visitation season, underscoring the area's popularity. Year-over-year comparisons from 2021 to 2023 reveal the impact of COVID-19 on visitation patterns, with notable recovery in visitor traffic to the Apple Hill™ area beginning in 2023.

FIGURE 5: Percentage of Apple Hill™ Visitation by Month

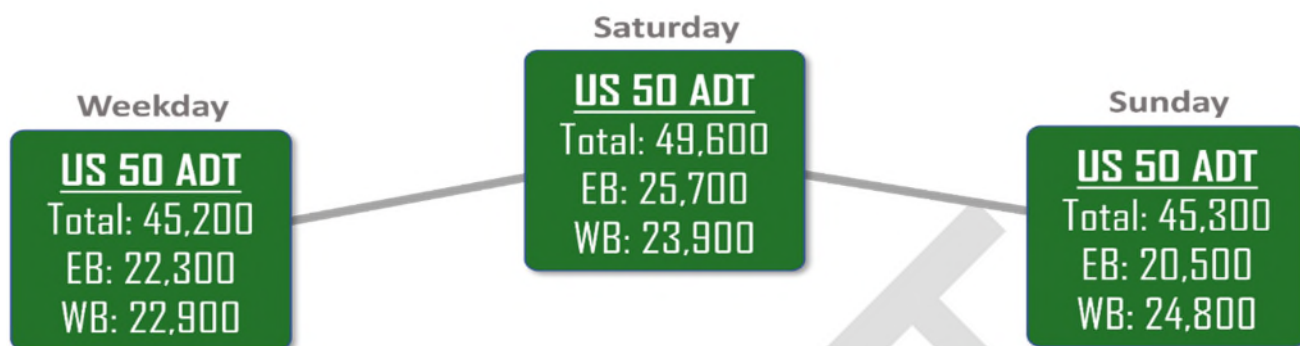


Source: Zartico; Fehr & Peers, 2024

How Much Traffic is on US 50 Through Placerville?

Caltrans Performance Measurement System “PeMS” data from October 2019 on US 50 west of Placerville Drive was obtained for the US 50 Corridor Action Plan, completed in 2023, to determine traffic levels during peak fall harvest season visitation. Data for both weekdays (Thursday) and weekends are reported as Average Daily Traffic (ADT), as shown in Figure 6.

FIGURE 6: US 50 Average Daily Traffic in Placerville on Select Days



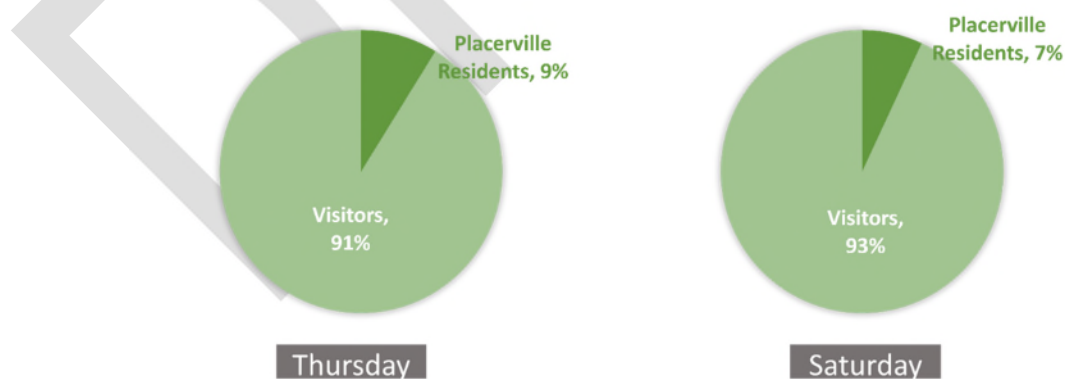
Source: (US 50 Corridor Action Plan 2023)

As shown in Figure 6, Saturday records the highest overall average traffic, while Sunday and weekday traffic volumes are very similar. However, weekday traffic is evenly balanced in the eastbound and westbound directions, whereas Saturday traffic is heavier eastbound and Sunday traffic is heavier westbound. This pattern aligns with visitor traffic from Sacramento and the Bay Area traveling to and then from Apple Hill™ and South Lake Tahoe. Furthermore, average vehicle occupancy is higher on weekends, indicating more person-trips compared to weekdays. Additionally, the hourly distribution of traffic on weekends tends to concentrate peak traffic in one direction; in other words, visitor and recreational traffic on Sunday is likely to be more concentrated in the afternoon rather than spread throughout the day.

Who Makes Up the Majority of this Traffic?

For the US 50 Corridor Action Plan (2023), Replica™ traffic data was obtained on US 50 at Bedford Avenue for weekdays (Thursday) and Saturdays from September through November 2019. Origin and destination data was used to determine the share of traffic from Placerville residents versus visitors. The results, shown in Figure 7 below, clearly indicate that the majority of travelers passing through Downtown Placerville on both weekdays and Saturdays are from outside the City of Placerville (non-City residents).

FIGURE 7: Residents vs. Visitors on US 50 in Placerville



Source: (US 50 Corridor Action Plan 2023)

Local city residents comprise only 9% of weekday travelers, with that share decreasing to 7% on Saturday. Given the increase in Saturday traffic shown in Figure 7, the lower portion of local travelers reinforces that the increased traffic is driven primarily by recreational and tourist trips. It should be

noted that some Thursday traffic may include travelers beginning a “long weekend,” although that share is assumed to be negligible.

Congestion on Local Roadways

The El Dorado County General Plan addresses local road traffic congestion and Traffic Levels Of Service (LOS) as follows:

In determining what levels of growth-related traffic are acceptable, the Plan balances a number of competing considerations. If the County sized its roadways solely to guarantee the smooth flow of traffic during limited peak periods in which commuter trips push traffic to maximum levels, one result would be the need to modify many rural two-lane roads by adding new lanes, thereby reducing the rural character of the affected adjacent lands. Such modifications would also entail enormous expense, while generating benefits only realized during limited periods. In addition, County revenue financing mechanisms, such as user fees in the form of gasoline tax or a road benefit assessment, are limited. In light of these considerations, the Plan has been designed to match any increases in the size of roadways to those necessary to meet the LOS and concurrency policies included in the Transportation and Circulation Element (General Plan Introduction, page 5).

The passage of SB 743 (Steinberg, 2013) changed the way traffic impacts are analyzed in CEQA documents. Instead of basing analyses solely on motor vehicle delay as measured by LOS, traffic impacts are now evaluated based on Vehicle Miles Traveled (VMT). This shift is intended to reduce mitigation requirements that focus on increasing road capacity and instead emphasize reducing greenhouse gas emissions, facilitating transit use, and promoting a mix of land uses that lower automobile demand.

Although LOS is no longer the primary metric in CEQA analyses for significant environmental impacts, the County’s General Plan still requires that roads meet the LOS thresholds described in General Plan Policy TC-Xd through the implementation of the Capital Improvement Program (CIP) and Traffic Impact Fee (TIF) Program (formerly the TIM Fee Program). These programs are updated annually, with major revisions every five years.

PRIORITY 5 –DEVELOPING INFRASTRUCTURE FOR BICYCLES AND PEDESTRIANS

Bicyclists and pedestrians share transportation facilities with motorized vehicles for both commuting and recreation. Active transportation can provide a viable alternative to driving if new or rehabilitated facilities are designed to ensure safe travel, provide direct routes, maintain well-kept surfaces, and offer off-road options when necessary. In addition to serving as an alternative mode, active transportation yields ancillary benefits such as reduced congestion, improved air quality, and enhanced public health. Providing safe and efficient active transportation infrastructure also encourages more users, including children traveling to and from school in areas where unsafe conditions may be perceived. By involving community members in the active transportation planning process, a greater sense of safety and security can be achieved among users and their families.

Land use coordination can influence travel mode choice by connecting active transportation facilities to activity centers, particularly in the most densely populated areas, and by providing safe routes to schools. To facilitate active transportation, the RTP recommends integrating active transportation needs into all phases of land use and transportation planning, design, and implementation. Discussions with active transportation stakeholders and EDCTC agency partners have identified four

overarching themes regarding active transportation: Safety, Health, Connectivity, Funding, and Implementation.

Complete Streets

Governor Schwarzenegger signed AB 1358, the California Complete Streets Act of 2009, into law in September 2008. AB 1358 requires that a city or county's general plan specify how the roadway system will accommodate all users - including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and public transit riders. This is particularly critical in El Dorado County, which has experienced significant growth in its elderly population, emphasizing the importance of addressing their transportation needs. Such accommodation may include micro-transit, rideshare, sidewalks, bike lanes, crosswalks, wide shoulders, medians, and ADA transit facilities, among others. In addition to traditional complete streets applications, EDCTC encourages the implementation of Intelligent Transportation Systems throughout the region and coordination with utilities to expand rural broadband. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into initial project designs is more cost-effective than retrofitting these features later. As the population continues to age, more consideration should be given to the growing elderly population, some of whom rely on personal motorized scooters and other electric vehicles for mobility. Planning for an aging population should include adapting, connecting, and modifying roads to better accommodate their needs by providing lower-speed route options, senior-friendly road designs, and increased transit services.

PRIORITY 6 – EQUITABLE TRANSPORTATION INVESTMENTS

Rural and remote areas and some of the communities throughout El Dorado County have been disproportionately impacted by one or more environmental hazards such as wildfire, socio-economic burdens, or both. Historically, these residents haven't been included in policy-setting or decision-making processes and have not received the same level of attention, planning and investment in the transportation network they rely upon.

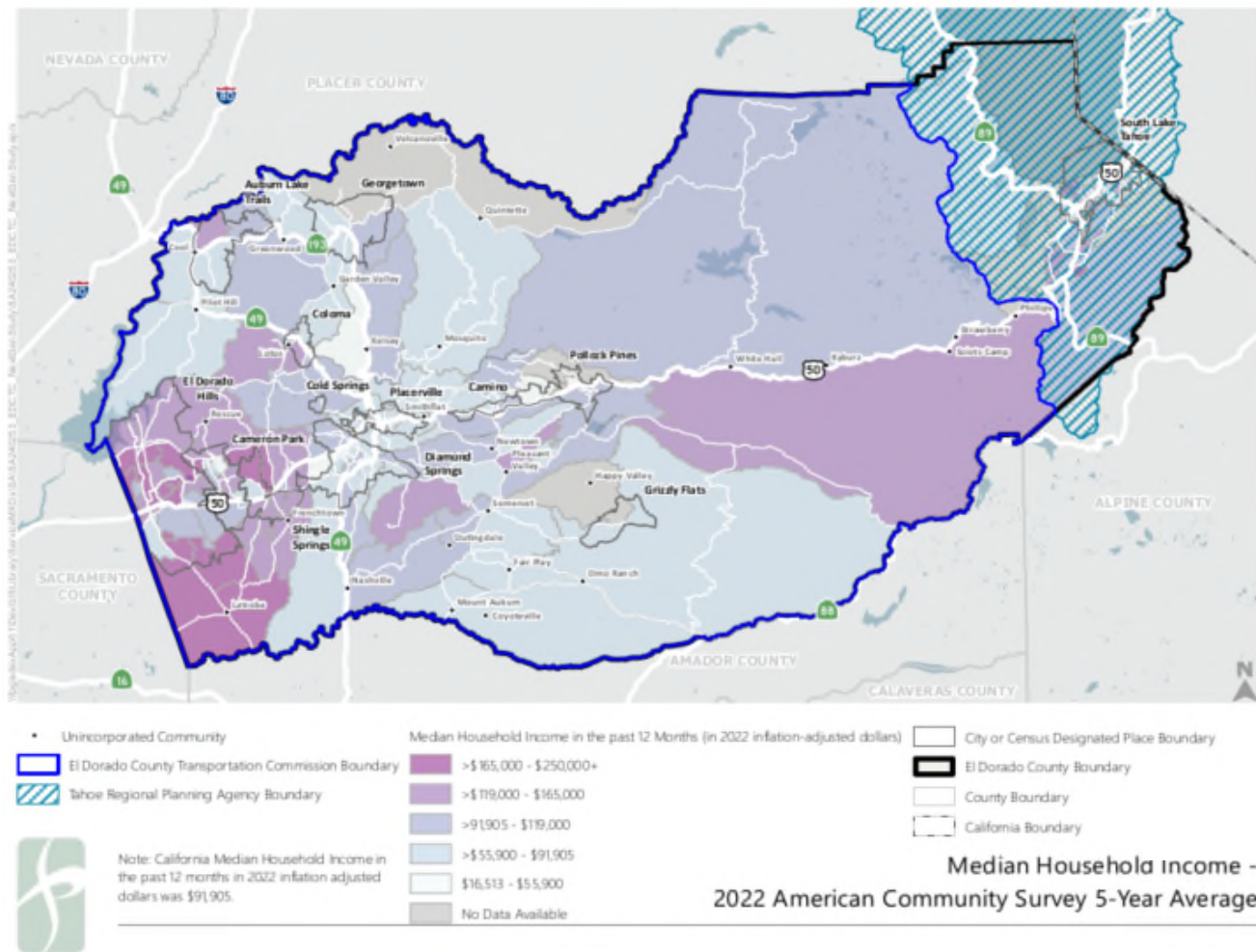
In California these communities are identified by some of the following metrics and tools:

- Disadvantaged communities, as identified by CalEPA's CalEnviroScreen tool;
- All Tribal lands;
- Low-income households (household incomes below 80% of the area median income); and
- Low-income census tracts (census tracts where aggregated household incomes are less than 80% of the area or state median income).

El Dorado County has relatively few communities or developed areas in which the majority of the population meets any or all of these criteria. Many of those who are underserved are spread throughout the rural communities of the County and not concentrated in any given area. This presents many challenges when attempting to integrate the needs of these residents with the transportation policies and funding programs that target these groups.

According to the 2022 ACS 5-Year Estimates, the median household income in the EDCTC area reflects moderate affluence, reinforcing the county's position as a region of economic stability in California. Figure 8 shows the median household income over the past 12 months. The map identifies certain areas within the plan as economically vulnerable due to notably low household incomes, often corresponding with communities facing higher rates of cost-burdened households, limited access to employment opportunities, or a greater reliance on seasonal or part-time work. Addressing these disparities is essential for ensuring equitable access to resources and opportunities on the western slope of El Dorado County.

FIGURE 8: El Dorado County Median Household Income by Census Tract



Some funding programs, such as the statewide Active Transportation Program, include criteria that require a certain percentage of program funds to be allocated to areas with disadvantaged communities as defined by median household income (i.e., less than 80% of the statewide average, or <\$73,524, based on 2018-2022 American Community Survey data), CalEnviroScreen, scores or at least 75% of students participating in the National Student Lunch Program. While limited, El Dorado County does have areas of disadvantaged communities scattered throughout the county, and those residents often face transportation challenges. Some residents in El Dorado County do not own vehicles, are unable to drive, or have special transportation needs.

PRIORITY 7 – IMPROVING TRANSIT SERVICE

COMMUTER TRANSIT

El Dorado County ranges from sparsely populated rural areas to more densely populated urban centers. With a growing population, the demand for transit services across larger areas is increasing. Over the past 20 years, the number of people using public transportation to commute to work has risen significantly- except during the downturn in transit use observed during the COVID-19 pandemic. Transit ridership is now rebounding as more employees are returning to work post pandemic at large state agencies and private employers located in Sacramento and elsewhere outside of El Dorado County.

The convenience and reliability of transit services play a key role in encouraging transit use as an alternative to single-occupancy vehicle trips. Designing transit services to be as seamless as possible is critical to providing convenience. Transit can also help mitigate El Dorado County's jobs/housing imbalance by offering tailored commuter services to employment centers in Sacramento. Implementing Light Rail and/or Bus Rapid Transit services along selected corridors may further enhance convenience and provide a viable alternative to driving.

Other more specific factors contributing to the need for increased transit include:

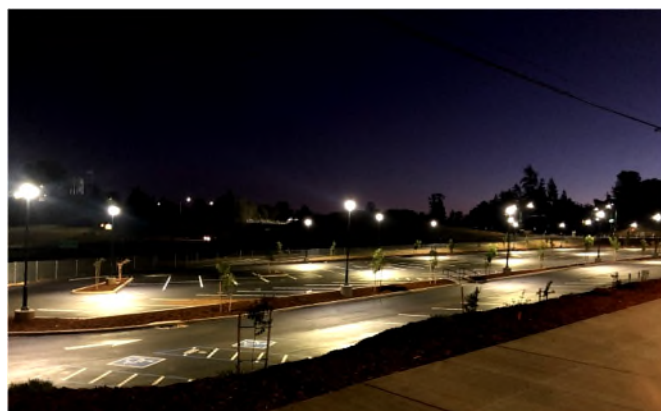
- The Americans with Disabilities Act mandates the expansion of paratransit services in designated areas, complementing fixed-route services;
- State and federal clean air legislation and Transportation Demand Management principles call for increased transit use to offset and reduce vehicle emissions;
- There is a consistent need, as cited by El Dorado County citizens, for commuter bus service providing rapid connections between El Dorado County, Folsom, and downtown Sacramento;
- An aging population contributes to greater demand for transit and paratransit services, including non-emergency medical transportation, as more people become unable to drive; and
- As the greater Sacramento region grows, interregional connections between areas such as El Dorado County, South Placer County, and Rancho Cordova will become increasingly important.

Community Transit Service

Regular and convenient local community transit service is fundamental to boosting transit ridership. While local service currently exists in Cameron Park/Shingle Springs, Diamond Springs/El Dorado, Placerville and Pollock Pines, El Dorado Hills remains an important activity center that is not served by El Dorado Transit. Past efforts to provide services through both taxi voucher programs and fixed-route transit bus services have failed due to low ridership. However, major employment centers and development activities in the southern portion of El Dorado Hills may generate potential for future transit ridership. Coordinating active transportation facilities with local transit stops is recognized as an important factor in encouraging and sustaining transit use on local routes. It is also recognized that nearly all transit passengers travel on foot or by bicycle for part of their journey. Furthermore, the daily transit needs of rural residents may differ from those of urban transit users; therefore, dial-a-ride can address these individual requirements more effectively. More information on transit services can be found in Chapter 9.

Regional Transit Connections

Regional transit connections are one of the most critical transportation issues in El Dorado County. As the county works to manage a job-housing balance over the next 20 years, the daily movement of workers between El Dorado County and the Sacramento Valley will remain robust. The existing El Dorado Transit commuter service to downtown Sacramento is a highly popular and valuable asset for local residents. To maximize convenience and efficiency, El Dorado County must maintain and improve safety and access at transit stops and park-and-ride lots while optimizing the use of the existing US 50 High Occupancy Vehicle (HOV) Lanes. Furthermore, convenient and timely regional connections to



Forni Road/Ray Lawyer Drive Park and Ride Lot at night

Folsom healthcare facilities and light rail stations are key components of a strong regional transit network. An emerging regional connection is the Capital SouthEast Connector project, which will ultimately provide a transportation facility connecting El Dorado County with the City of Elk Grove. As this project progresses, the county will need to consider potential light rail options as well as plans for a county-line transit center.

Another challenge facing transit service providers across the region is establishing a fully connected transit network that addresses the significant tourism and recreation travel needs. El Dorado County experiences high volumes of tourism and recreation traffic from the broader region, including the State of Nevada, and a large percentage of visitors come from urban areas where transit service is readily available. Developing a cross-jurisdictional transit network to support these travel needs would likely be well utilized and appreciated by many visitors, while also mitigating some of the impacts that high tourism traffic volumes create on the rural state and local transportation network.

Zero Emission Transit Fleet Requirements

El Dorado Transit is mandated by California's Innovative Clean Transit (ICT) regulation to transition to a zero-emission bus (ZEB) fleet by 2040. As a small transit agency, El Dorado Transit must ensure that 25% of its new bus purchases are zero-emission by January 1, 2026, progressing to 100% by 2029. This transition presents several challenges, including the need to overhaul operational and maintenance practices, upgrade infrastructure to support new technologies, and secure funding for the higher upfront costs associated with ZEBs.

PRIORITY 8 – IMPROVED ENVIRONMENTAL QUALITY

Air Quality

California set ambitious climate change goals with the passage of AB32 in 2006 and SB32 in 2016. The state met the goal of AB32 four years early in 2016--reducing 1990 carbon emissions by 15% by 2020. However, the state is not on track to meet the goal of SB32 to reduce carbon emissions by 40% by 2030 or the goal to be carbon neutral by 2045 (Executive Order B-55-18 in 2018). The Sacramento region, including El Dorado County, has been designated a non-attainment area for air quality standards specified by the California Clean Air Act of 1988 and the Federal Clean Air Act Amendments of 1991. California leads the nation in efforts to mitigate automobile-generated greenhouse gas (GHG) emissions. Pursuant to AB 32, the California Air Resources Board (CARB) must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG reductions. Senate Bill 375 (SB 375) further focuses on reducing GHG emissions through regional transportation planning efforts by Metropolitan Planning Organizations. Therefore, EDCTC continues to work closely with SACOG and the El Dorado County Air Quality Management District to assess the air quality impacts of all transportation projects and planning efforts in the region.

Climate Adaptation and Resiliency

Over the past five years, El Dorado County has experienced historic wildfires, extreme weather events, subsequent landslides, storm damage to culverts and bridges, and even washouts of certain road sections. Despite diligent maintenance activities, extreme conditions often damage infrastructure. Although most severe weather events have been related to rain and flooding, wildfires also pose a significant threat to transportation infrastructure. EDCTC and El Dorado County have intensified efforts to improve climate resiliency - particularly for wildfire- given the numerous historic and tragic events in recent years. Chapter 7 of the RTP discusses actions and initiatives aimed at fostering a sustainable, adaptable, and resilient transportation system throughout El Dorado County.

Zero Emission Vehicles

To meet the ambitious air quality goals, California policy has focused investments toward transitioning from petroleum-based fuels to zero electric and other zero-emission vehicles (ZEV). The ZEV program is part of CARB's Advanced Clean Cars package, a coordinated set of standards designed to control smog-causing pollutants and GHG emissions of passenger vehicles in California.

Vehicles and transportation fuels are the dominant sources of carbon emissions in California, followed closely by emissions from wildfires. While the state has made substantial improvements in air quality, the greater Los Angeles region and the San Joaquin Valley are classified by the U.S. Environmental Protection Agency as "extreme" ozone non-attainment areas, and the Sacramento Region is classified as "severe". These regions do not yet meet health-based air quality standards. CARB has led the development of programs aimed at reducing emissions from mobile sources, which account for well over half of the emissions contributing to ozone and particulate matter pollution in California. ZEVs and near-zero-emission vehicles are key elements of California's plan for attaining health-based air quality standards.

REDUCTION IN VEHICLE MILES TRAVELED AND SB 743

Senate Bill (SB) 743, signed in 2013, requires local, regional, and state agencies to shift away from using vehicle delay and level of service (LOS) as the primary metrics under the California Environmental Quality Act (CEQA). Instead, the State Office of Planning and Research (OPR) has identified Vehicle Miles Traveled (VMT) as the metric for evaluating transportation impacts as part of the environmental review under CEQA. This change mandates that VMT per-capita, per-employee, and per-service population be considered in the analysis of transportation impacts related to land use projects. Regulatory changes to the CEQA Guidelines implementing SB 743 were approved on December 28, 2018, and implemented on July 1, 2020. In El Dorado County, both VMT and LOS must be considered for CEQA analysis given the County's TC-Xf policy included in the Transportation and Circulation element of the County's General Plan.

How does Policy TC-Xf work?

- Development projects that worsen traffic, based on LOS, on county roads must include traffic mitigation measures
- Residential projects with five or more parcels must include mitigation measures in the 10-Year CIP
- Other discretionary projects must include mitigation measures in the 20-Year CIP

PRIORITY 9 –SUPPORTING PROGRAMS THAT SUPPORT ALTERNATIVES TO DRIVING

EDCTC plans for, promotes, and secures funding for all modes of transportation. EDCTC supports annual Bike and Walk to School Day events, as well as initiatives to encourage transit use and ridesharing. In early 2025, Sacramento Area Council of Governments (SACOG) introduced a new travel support system called NorCal Go (www.norcalgo.org), which offers resources for finding travel options such as carpooling, vanpooling, transit, and more throughout the Sacramento Region.

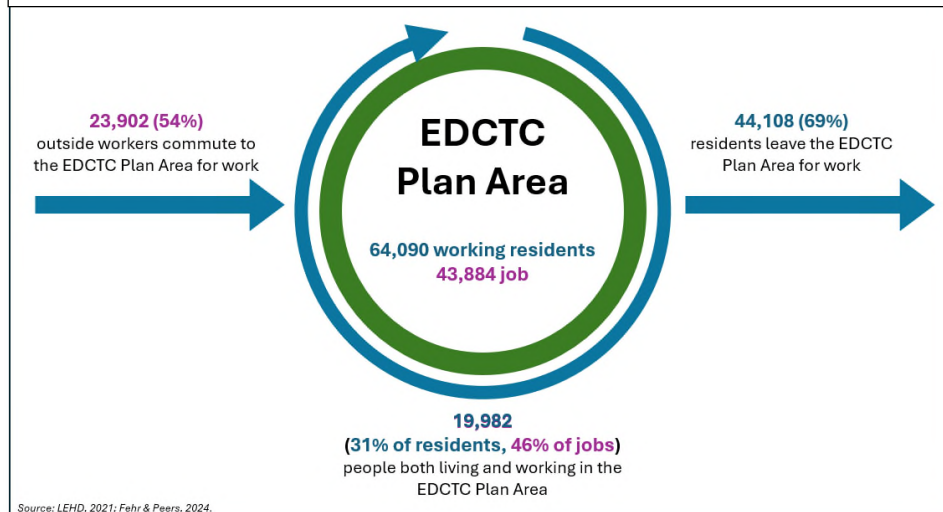


COMMUTE PATTERNS

El Dorado County exports a significant number of employees, 69% in 2024, making it essential to offer alternative transportation options that help reduce costs, lower emissions, and alleviate congestion.

For the recently completed Next Generation Transportation Investments Strategy, data from the US Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) program was used to estimate work and home locations for workers within the EDCTC plan area. This data, accessed via the US Census OnTheMap webtool, represents trends from 2012 to 2021 (the most recent complete dataset) and illustrates 10-year historical trends.

FIGURE 9: Workers and Residents Entering and Leaving the EDCTC Area



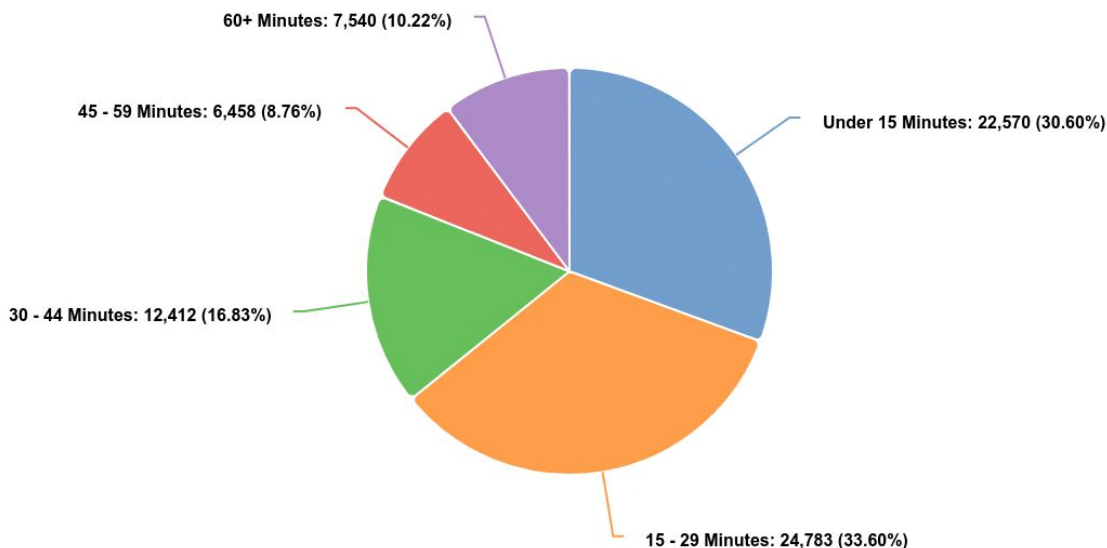
As of 2021, there were 43,884 jobs in the EDCTC plan area and 64,090 employed residents. Among these, 19,982 workers both live and work in the plan area, while 23,902 workers live outside the plan area. In 2021, 20,716 workers in the plan area resided in El Dorado County, an increase of 1,745 (9%) since 2012 (from 18,971). Additionally, the number of workers in the plan area and working in Sacramento County increased from 7,640 workers in 2012 to 10,363.

For the 64,090 employed residents, 44,108 work outside the plan area. Within the plan area, 20,222 workers in 2021 work in El Dorado County (up from 18,492 in 2012), and 19,793 work in Sacramento County (up from 18,523 workers in 2012). Conversely, workers residing in the plan area have shown decreases in working within the City of Placerville and South Lake Tahoe in El Dorado County, with the trend toward working from home assumed to be a major contributing factor. Refer to Figure 9 for a graphic display of this trend.

TRAVEL TIME TO WORK

For many El Dorado County residents, commuting has become a way of life. According to Well Dorado (www.welldorado.com), the mean travel time to work for county workers was 29 minutes, slightly lower than the statewide average of 31 minutes.

FIGURE 10: El Dorado County Workers: Travel Time to Work



Claritas, 2024. welldorado.org

TABLE 4: Workers by Travel Time to Work

Workers by Travel Time to Work	County: El Dorado		State: California	
	Workers	% of Workers	Workers	% of Workers
Under 15 Minutes	22,570	30.60%	3,642,851	22.12%
15 - 29 Minutes	24,783	33.60%	5,976,724	36.29%
30 - 44 Minutes	12,412	16.83%	3,647,439	22.15%
45 - 59 Minutes	6,458	8.76%	1,363,684	8.28%
60+ Minutes	7,540	10.22%	1,837,563	11.6%

Source: www.welldorado.org (2025)

MEANS OF TRANSPORTATION TO WORK

As with travel time, the means of transportation indicator was measured every ten years by the decennial census until 2005. The American Community Survey now collects means of transportation data and reports it as a one-year estimate.

TABLE 5: Means of Transportation to Work El Dorado County, California

	Total		Car, truck, or van -- drove alone		Car, truck, or van -- carpooled		Public transportation (excluding taxicab)		Worked from home	
Label	Estimate		Estimate		Estimate		Estimate		Estimate	
Workers 16 years and over	87,630		58,335		6,770		457		16,726	
AGE										
16 to 19 years	3.6%		2.8%		14.7%		0.0%		1.4%	
20 to 24 years	5.9%		6.9%		1.6%		17.7%		2.5%	
25 to 44 years	39.1%		39.5%		48.7%		18.4%		35.4%	
45 to 54 years	21.7%		22.1%		12.3%		0.0%		23.1%	
55 to 59 years	11.8%		11.2%		13.4%		35.2%		15.1%	
60 years and over	17.9%		17.6%		9.4%		28.7%		22.5%	
Median age (years)	45.6		45.3		39.9		56.4		49.5	
SEX										
Male	51.7%		54.3%		37.5%		58.6%		46.2%	
Female	48.3%		45.7%		62.5%		41.4%		53.8%	

Source: U.S. Census Bureau, U.S. Department of Commerce. "Means of Transportation to Work by Selected Characteristics." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S0802, 2023, <https://data.census.gov/table/ACSST1Y2023.S0802?q=commute in El Dorado County California>. Accessed on January 9, 2025.

In order to address transportation needs associated with existing and projected growth, EDCTC and local jurisdictions are working to maximize the capacity of the existing transportation system through strategic maintenance and improvements, the implementation of new technologies that enhance system performance, and, where feasible, the expansion of roadway systems. These efforts involve regional partnerships with SACOG, Caltrans, both private and public sector entities, the California Highway Patrol (CHP), local jurisdictions, and all users of the transportation system. EDCTC continues to promote the development of alternative modes and new technologies to reduce congestion and reliance on US 50 for local trips. The implementation of the Freeway Service Patrol (FSP) along US 50 has proven successful in meeting the transportation demand goals of the RTP.

The FSP program, managed by the CHP, provides emergency roadside assistance on freeways. It is designed to enhance roadway safety, reduce motorist delays and freeway congestion, lower air pollution, and improve overall freeway operational efficiency.

ISSUES NOT IDENTIFIED IN PUBLIC OUTREACH SURVEY

EMERGENCY EVACUATION AND RESILIENCY PLANNING

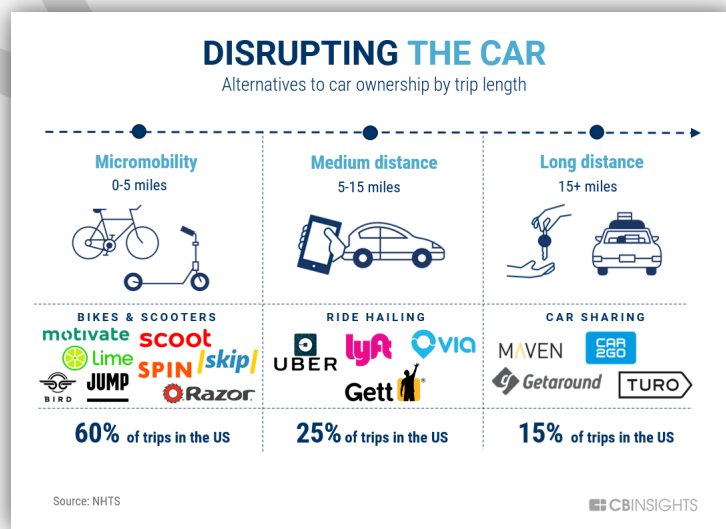
Wildfires continue to grow in frequency and intensity across California, resulting in hundreds of thousands of acres burned and thousands of homes destroyed each year. The eight most destructive fires in California history occurred in the last five years. The four most deadly fires in California history have also occurred in the last five years. El Dorado County has experienced this firsthand with the devastating King, Sand, Caldor, Mosquito, and Crozier Fires during the past decade. As a result, county residents and public officials are increasingly concerned about the threat of fire and the community's ability to evacuate safely. CalFire Department of Forestry and Fire Protection classifies most of El Dorado County as a Very High Fire Severity Zone. The County is working diligently to remove dead or dying trees within road rights-of-way where possible to mitigate wildfire risk. Additionally, EDCTC, in partnership with El Dorado County Fire and the El Dorado County Office of Wildfire Preparedness and Resilience, completed the Greater Placerville Wildfire Evacuation Preparedness Study in 2024.

The Greater Placerville Wildfire Evacuation Preparedness Study evaluated multiple wildfire scenarios, identified high-risk communities, assessed the transportation network for potential catastrophic failure points, engaged and informed the community about these findings, and provided recommendations for improving the greater Placerville area. The scope of the wildfire evacuation assessment is based on the behavior and movement of motor vehicles during evacuation events.

EDCTC, El Dorado County, the City of Placerville, and emergency response providers recognize emergency preparedness as a critical transportation issue and are working with our regional partners to mitigate threats to the transportation system and improve evacuation conditions.

NEW TECHNOLOGIES IN TRANSPORTATION

Recent technological advancements have ushered in one of the most dynamic times in transportation planning and implementation. New transportation technologies have emerged over the last decade, posing challenges for federal, state, and local agencies in terms of integration and accommodation. These emerging technologies include micromobility options such as bike and scooter sharing, autonomous vehicles, and Transportation Network Companies. Additionally, advancements in road surface materials and traveler information and data collection have greatly improved safety and access to real time travel data. Additional details on these mobility options are provided in Chapter 7.



AVIATION ISSUES

AIRPORT LAND USE COMMISSION

As the Airport Land Use Commission (ALUC) for the western slope of El Dorado County, EDCTC is responsible for reviewing proposed projects to ensure consistency with the current Airport Land Use Compatibility Plans for the three airports within its jurisdiction: Georgetown, Placerville, and Cameron

Park. These airports support five primary functions across El Dorado County, including public and private regional air transportation, as well as emergency, fire and rescue services.

FREIGHT MOVEMENT ISSUES

As population and traffic increase, the ability to move freight efficiently and safely within and through El Dorado County will become an increasingly critical challenge. Efficient freight movement is essential for both the local and regional economy. In El Dorado County, freight movement is primarily provided by truck transportation. Although freight traffic volumes are relatively low on US 50 and State Route 49, both routes are important for truck traffic in Northern California. Additionally, US 50 serves as an important alternative freight route when Interstate 80 is closed over the Sierra Nevada Mountains.

DRAFT

CHAPTER 5: VISION, GOALS, OBJECTIVES, AND STRATEGIES

The Policy Element of the Regional Transportation Plan (RTP) includes goals and objectives to guide planning and investment in the region's transportation systems. These goals and objectives are aspirational targets that will align with performance-based strategies consistent with the California Transportation Commission 2024 RTP Guidelines and informed by current State and Federal transportation policies. EDCTC's goals and objectives were developed with input from the RTP Advisory Committee and are intended to address the regional transportation issues identified in Chapter 4, providing guidance for informed planning and programming decisions. Within this chapter, these elements are presented by mode or topic area and are not prioritized.

GOALS, OBJECTIVES, AND STRATEGIES

The goals represent a general set of desired outcomes by which EDCTC, working within a regional framework that includes public citizens, local governments, non-profit organizations, and the business community, helps the region achieve its desired future. These goals reflect the region's transportation needs and priorities, while the objectives represent specific and measurable targets. Strategies are the concrete actions EDCTC will implement to achieve the goals and objectives of the 2045 Regional Transportation Plan.

- **Goals** are general statements outlining the desired transportation future reflecting the region's needs and priorities.
- **Objectives** are specific and quantifiable steps toward the realization of those goals.
- **Strategies** outline the approach to be taken to achieve the goals and objectives.

GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING

Integrate land use, air quality, and public engagement into regional transportation planning and project delivery to better serve the users, enhance the economy, and preserve the environment, quality of life, and community character.

Objective A: Implement a comprehensive work plan which fully integrates regional transportation planning with the diversity of land use, policy, prosperity, community, public health, and environmental factors across the region.

Strategies:

1. Support the implementation of the local jurisdictions' General Plans and encourage performance-based, multi-modal transportation investments that balance growth, infrastructure costs, and quality of life.
2. Prioritize transportation planning efforts that preserve community character, while enhancing recreation, tourism, history, and culture.

3. Coordinate the review of land use proposals and policies to ensure consistency with the current RTP.
4. Facilitate inclusive and far-reaching public engagement at every stage of the planning process.
5. Promote land use planning and community design that minimizes vehicle miles traveled.
6. Encourage active transportation and other multi-modal options for all new, proposed, or infill/mixed land uses.
7. Champion transportation investments that improve safety, access, and opportunities for all- especially for seniors, youth, and those with limited mobility.

Objective B: Support local, state, and regional agencies in ensuring that planned transportation infrastructure meets both current and long-term needs across the region.

Strategies:

1. Assist local jurisdictions in reviewing and assessing the impact of new development proposals on transportation system demand, including increased vehicle miles traveled and LOS impacts.
2. Identify, plan, and deliver necessary transportation improvements ahead of development.
3. Collaborate with local jurisdictions to protect transportation corridors and rights-of-way, supporting improved connectivity and multi-modal capacity- including parallel routes and crossings along US 50.
4. Encourage local jurisdictions to incorporate multi-modal options for high-intensity land use developments.
5. Address diverse transportation needs through equitable, accessible, and context-sensitive choices that preserve community character, history, and culture.

GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT

Implement regional transportation investments which provide context sensitive options, embrace emerging technologies, and greatly improve accessibility, adaptability, mobility, and climate emergency preparedness.

Objective A: Prioritize transportation planning and investment that significantly enhance preparedness for sever climate events, improve emergency response, and support regional greenhouse gas reduction.

Strategies:

1. Collaborate with local jurisdictions, Caltrans, and emergency first responders to integrate multi-modal evacuation preparedness into transportation plans, studies, and project designs.
2. Coordinate with local agencies, SACOG, Caltrans, and other partners to prioritize projects that minimize vehicle miles traveled while maximizing access for people and freight movement.
3. Work with El Dorado Transit and local jurisdictions to secure funding for vehicles and facilities required for the transition to zero-emission vehicle fleets.
4. Address the health and safety impacts of transportation plans and projects on both people and the environment.
5. Develop a strategy to integrate zero-emission fueling/charging facilities into the existing transportation system.
6. Collaborate with local jurisdictions to develop transportation solutions that reduce risk and vulnerability for residents in remote, rural, and high fire-risk areas.

Objective B: Plan for and develop effective, innovative transportation solutions that expand mobility options, improve safety and accessibility, and promote long-term resiliency and prosperity for the region.

Strategies:

1. Promote expansion of the existing transit services and support emerging mobility opportunities.
2. Coordinate with local agencies and jurisdictions to enhance mobility awareness and ease of use, including transit routes, micro-transit or other pilot programs, senior services, and active transportation.
3. Ensure that local jurisdictions adopt emerging technologies and integrate smart mobility solutions into infrastructure maintenance, upcoming investments, and long-term plans.

GOAL 3: SURFACE TRANSPORTATION SYSTEM

Optimize the existing highways, streets, and roads to enhance maintenance and operations, provide necessary capacity, and improve safety for all users.

Objective A: Maintain the existing transportation system at a level that extends its useful life and continues to support the region’s current and future transportation needs.

Strategies:

1. Advocate for state, local, and regional agencies to adopt “state of good repair” as a core principle of transportation planning and programming policies.
2. Collaborate with local jurisdictions to identify and prioritize critical at-risk maintenance needs that, if not addressed, jeopardize safety and operational efficiency.
3. Support local jurisdictions in maintaining and implementing pavement management programs that strategically identify and prioritize projects.
4. Incorporate maintenance cost planning into new or expanded transportation infrastructure projects- including transit, streets and roads, and active transportation and recreation elements.
5. Champion innovative transportation improvements to optimize existing corridors between the Tahoe Basin and western County line, thereby better serving interregional travelers, local residents, goods movement, and emergency responders.
6. Coordinate with local jurisdictions, partner agencies, stakeholders, and Caltrans to enhance access to travel time and system condition data, enabling improved route/trip planning, travel-time reliability, and ingress/egress options.

Objective B: Optimize existing transportation facilities to improve safety, preserve community character, improve mobility, and maximize the highest and best use of the system.

Strategies:

1. Work with industry experts and local jurisdictions to identify innovative solutions that eliminate unsafe, poorly performing, or otherwise undesirable conditions on local and regional roadways.
2. Secure funding for and implement these innovative solutions at facilities identified as under-performing.
3. Collaborate with jurisdictions to underground utilities, extend broadband, and address other linear public utility challenges alongside transportation projects whenever feasible.
4. Focus transportation investments on safely providing for vulnerable and at-risk residents while complementing community values, history, and character.
5. Engage with local agencies to plan, design, and construct transportation projects that protect viewsheds, enhance aesthetics, and complement surrounding environs.
6. Coordinate with local jurisdictions to ensure the availability of diverse mobility options for populations including the aging, youth, and mobility-challenged individuals.

GOAL 4: PUBLIC TRANSIT

Promote a safe, welcoming, innovative, sustainable, and reliable public transit system which is accessible to and provides effective transport across the diverse geography of the region.

Objective A: Tailor transit service provision to the unique characteristics of the region's diverse communities.

Strategies:

1. Encourage the development of innovative transit systems that effectively serve non-typical transit users, such as rural residents and recreation/tourism travelers.
2. Collaborate with transit operators within El Dorado County and in surrounding counties to support transit trips for employment, education, medical, tourism, and recreation purposes.
3. Work with local jurisdictions to improve passenger boarding and alighting facilities.
4. Integrate transit facilities into other transportation projects at the local level.

Objective B: Promote a transit system that is responsive to the needs of transit-dependent populations.

Strategies:

1. Update and implement the Coordinated Public Transit– Human Services Transportation Plan in coordination with the El Dorado County Transit Authority (EDCTA) and the Sacramento Area Council of Governments (SACOG).
2. Assist with the ongoing implementation of Americans with Disabilities Act transit initiatives.
3. Promote the provision of discount fares for low-income individuals, seniors, people with disabilities, and students.
4. Collaborate with transit providers and social service transportation providers to enhance or expand transit services to rural and remote areas
5. Work with transit providers and social service providers to better meet the needs of clients, seniors, and aging populations.

GOAL 5: AVIATION

Promote and preserve aviation facilities and services that complement the regional transportation system and support critical emergency response.

Objective A: Foster the operation, preservation, and maintenance of a regional network of public-use general aviation airports.

Strategies:

1. Advocate for the role of the three public-use airports on the west slope of El Dorado County as essential lifeline resources for emergency response and wildfire suppression.
2. Encourage the development of airport facilities and services that meet diverse user requirements, including accommodating various aircraft sizes- from small plane to small jets- and improving appropriate fuel services.
3. Encourage the safe, orderly, and efficient use of airports, airspace, and compatible land uses in alignment with the Airport Land Use Compatibility Plans (ALUCP) for the Placerville, Georgetown, and Cameron Park Airports.
4. Support road system maintenance that adheres to standards facilitating freight movement and emergency services, thereby ensuring robust multi-modal surface transportation connectivity to and from airports.

GOAL 6: ACTIVE TRANSPORTATION

Complete and maintain a safe, convenient, and connected active transportation system for all users.

Objective A: Plan and establish an integrated, safe, and accessible active transportation network that connects urban, suburban, and rural communities across the region.

Strategies:

1. Ensure local jurisdictions maintain current Active Transportation Plans that comply with state policies and reflect the unique needs of their communities.
2. Promote the completion of active transportation networks and facilities, with a focus on closing connectivity gaps between activity centers, transit stops, homes, and other destinations—particularly ensuring seniors have access to transit stops.
3. Collaborate with local jurisdictions to incorporate active transportation elements into all new construction projects and retrofit existing facilities whenever feasible.
4. Secure funding for the development and ongoing maintenance of active transportation facilities.
5. Ensure that all active transportation facilities are ADA compliant to provide access for all users.

Objective B: Support local jurisdictions in providing an active transportation system that prioritizes the health, safety, and well-being of all people as part of a multi-modal transportation network.

Strategies:

1. Encourage local jurisdictions to integrate active transportation elements when implementing maintenance improvements or new developments within the existing roadway network.
2. Promote the identification and enhancement of street crossings wherever possible.
3. Collaborate with local jurisdictions to prioritize design solutions that ensure safe use for all modes and users.
4. Assist local jurisdictions in removing barriers to safe active transportation access to schools.
5. Partner with neighboring jurisdictions and agencies to develop an interregional active transportation network across western El Dorado County and the broader Sacramento region.

GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT

Develop and support an integrated transportation system that incorporates multi-modal corridor management solutions and public awareness of mobility options to limit vehicle miles travelled and maximize throughput.

Objective A: Assist local jurisdictions and partners in developing corridor-based strategies to reduce congestion, support modal choices, and lower vehicle miles traveled.

Strategies:

1. Coordinate with Caltrans and local agencies to explore corridor-based solutions for US 50, including managed lanes, rapid transit, and other travel demand management options for all modes.
2. Collaborate with Caltrans and local agencies to develop a comprehensive plan and designate locations for vehicle and e-bike charging/park-and-ride facilities along major corridors and arterials.
3. Work with Caltrans and local jurisdictions to ensure that safety, climate resiliency, and evacuation preparedness are integral to all new transportation projects and upgrades to existing infrastructure.

4. Pursue full modal integration to offer a “complete trip” solution that includes options for bicycling, walking, transit, and auto travel for employment, education, and other purposes.
5. Promote the use of public transportation as a key transportation control measure to enhance throughput and reduce traffic congestion, vehicle emissions, and overall vehicle miles traveled.

Objective B: Support advancement of Transportation Demand Management (TDM) in a manner which reflects the regional needs and remains aligned with best practices.

Strategies:

1. Encourage local jurisdictions to incorporate multi-modal transit options and slow street network facilities when planning for intensive land uses, mixed-use developments, and infill projects.
2. Promote the use of school bus transportation, ridesharing programs, and active transportation modes.
3. Continue the implementation of the Freeway Service Patrol program along US 50 in El Dorado County.
4. Collaborate with local jurisdictions and Caltrans to deploy Intelligent Transportation System (ITS) elements along primary travel corridors that communicate directly and in real time to the local network.
5. Utilize emerging technologies for traveler information dissemination to keep travelers informed during peak seasonal periods, high tourism and recreation times, and evacuation events.

GOAL 8: REGIONAL EQUITY AND COLLABORATION

Engage in inclusive regional transportation planning advancing equity through meaningful transportation investments to empower the historically underserved

Objective A: Increase commitment, depth, and specificity of engagement with traditionally underrepresented and underserved populations in future updates to the Public Participation Plan and other guidance documents by using an equity-focused approach.

Strategies:

1. Identify, designate, and prioritize areas with higher concentrations of underrepresented, underserved, mobility-challenged, and otherwise vulnerable residents.
2. Target place-based engagement efforts in these equity focus areas where these populations live, work, and play.
3. Reduce language and access barriers by providing translated materials for public review.
4. Establish and ratify advisory committees, stakeholder groups, and other structured engagement bodies that include representation from all underserved and underrepresented communities.
5. Engage with community-based organizations, advocates, and social services agencies to recruit and encourage participation in planning events, committees, and broader engagement efforts.

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY 2020-2025 COMPLETED PROJECTS

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Cameron Park Drive Widening Phase 1 - Palmer Drive to Toronto Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Toronto Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	\$3,621,000	2020-2025 Construction Start 2025
El Dorado County	Green Valley Road at Loch Way Intersection Improvement	This proposed project may include a left turn pocket and shoulder widening at the Loch Way intersection with Green Valley Road. (CIP 72Loch/36105056)	\$404,000	2020-2025 CON 2024 or 2025
El Dorado County	Enterprise Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73365/36105052)	\$2,994,751	2020-2025 Complete 2024
El Dorado County	Diamond Springs Pkwy - Phase 1B	Project provides a new four-lane arterial roadway with concrete curb, gutter, and sidewalk on both sides from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. The Project also includes widening and improvements to SR-49/Diamond Road from the new roadway intersection to Lime Kiln Road and signalization of multiple intersections as well as a sidewalk on the east side of SR-49. Two lanes of the Project, Right of Way, curb & gutter, and sidewalk are TIM Fee funded. Ultimate Intersection improvements for the intersection with SR-49 and Missouri Flat Road are TIM Fee funded. (CIP 72334/36105011)	\$28,293,000	2020-2025 Complete 2026
El Dorado County	Industrial Drive/ Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053)	\$2,370,000	2020-2025 Complete 2024
El Dorado County	U.S. 50/Bass Lake Road EB Off Ramp Signalization	This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	\$1,172,000	2020-2025 Complete 2023
El Dorado County	US 50/Silva Valley Parkway Interchange Phase 1 Landscape	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Parkway Interchange-Phase 1. The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Parkway Interchange-Phase 1 project. (CIP 71367/36104003)	\$2,200,000	2020-2025 Complete 2024

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY 2020-2025 COMPLETED PROJECTS (cont.)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/Silva Valley Parkway Interchange Phase 1 Landscape	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Parkway Interchange-Phase 1 project (71328). The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Parkway Interchange-Phase 1 project. (CIP 71367/36104003)	\$2,200,000	2020-2025 Complete 2024
El Dorado County	Silver Springs Parkway Offsite (South Segment)	Realign Bass Lake Road south of Green Valley Road through the proposed Silver Springs Subdivision, which is west of the existing Bass Lake Road. The new road is named Silver Springs Parkway. The Silver Springs subdivision is responsible for building Silver Springs Parkway through the Subdivision. Silver Springs Parkway will be a two-lane standard divided roadway with shoulders. (CIP 76108/36105039)	\$11,478,000	2020-2025 Complete 2021
El Dorado County	Silva Valley Parkway/ Harvard Way Intersection Improvements	Improvements include constructing additional capacity in right and left turn pockets in both directions and adding a southbound through lane at the intersection on Silva Valley Parkway. Additionally, the project will improve bike lanes, Americans with Disabilities Act (ADA) requirements at the crosswalks and curb ramps and optimize the traffic signals for safety and efficiency. (CIP 72378/36105036)	\$782,000	2020-2025 Complete 2020
City of Placerville	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	\$4,935,550	2020-2025 Construction 2025
City of Placerville	Western Placerville Interchanges Phase 2.2 - Eastbound On-ramp	Phase 2.2: In the City of Placerville, separate, but geographically adjacent to the Western Placerville Interchanges Phase 2 project, at US 50 at Ray Lawyer Drive: Construct eastbound on-ramp.	\$2,765,000	2020-2025 2021 Complete
City of Placerville	Mosquito Rd./ Clay St. Park & Bus	Phase II - Construct an additional 50-car parking lot with lighting landscaping, install public restrooms, and install the El Dorado Trail facility. (Also known as Placerville Station Phase 2). Toll Credits for ENG, CON	\$1,645,000	2020-2025 2023 Complete
El Dorado County	US 50/Bass Lake Road EB Off Ramp Signalization	This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	\$1,172,000	2020-2025 Complete

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY 2020-2025 COMPLETED PROJECTS (cont.)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Missouri Flat Rd Widening, Plaza Dr to Headington Rd	Widen Missouri Flat Road to a four-lane roadway with left-turn lanes, a bike lane on the west side, curb, gutter, and sidewalk on both sides. The project also includes a traffic signal at the intersection of Missouri Flat Road and Headington Road (CIP 71374/36105066)	\$2,112,000	2036-2040 Under Construction 2024

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL MAINTENANCE AND REHABILITATION 2020-2025 COMPLETED PROJECTS

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Road Safety Improvements Various Locations	High friction surface treatments for the following 15 locations: South Shingle Road at Silver Oaks Lane, South Shingle Road at Fernwood Drive, Cedar Ravine Road at Elysian Way, Forni Road and Ivy Trail, Sly Park Road at Mayflower Road, Forni Road at Wamego Road, Greenstone Road at Greenstone Cutoff, Beatty Drive at Alexandra Drive, Meder Road at Resler Way, Bucks Bar Road at Palace Lane, Cameron Park Road at Hacienda Road, Cedar Ravine Road at Camp Nauvoo Road, Cambridge Road at Knollwood Drive, Salmon Falls Road at Persia Lane, and Mother Lode Drive at Ridge Drive. (CIP 72195/36105060)	\$1,799,000	2020-2025 Complete 2024
El Dorado County	Intersection Safety/ Sight Triangle Improvement	Sight Triangle Improvements along Pleasant Valley Road at 5 locations. Crossings to be improved include Zandonella Road/Big Cut road, Hanks Exchange Road, Cedar Ravine Road, Newtown Road and Leisure Lane. (CIP 72197/36105062)	\$556,000	2020-2025 Complete 2024
El Dorado County	Intersection Safety/ Pedestrian Safety Improvement	Pedestrian safety improvements on Pleasant Valley Road at 4 locations. Crossings include: Oriental street, Church Street, Racquet Way and Pleasant Valley Road between Toyon Drive to Pearl Place. (CIP 72196/36105061)	\$519,000	2020-2025 Complete 2024
El Dorado County	Ice House Road Pavement Rehab Phase 2	The County is working with the Federal Highway Administration on design and construction for asphalt concrete rehabilitation of 16 miles of Ice House Road from Peavine Ridge Road to the northern intersection of Wentworth Springs Road (CIP 72191/36105023)	\$20,317,000	2020-2025 16 miles Complete in 2024

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL MAINTENANCE AND REHABILITATION 2020-2025 COMPLETED PROJECTS (cont.)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP 77116/36105003)	\$8,658,000	2020-2025 Complete 2025
El Dorado County	Clear Creek Rd/Clear Creek (0.25 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 0.25 mi east of Sly Park Rd.: Replace 1-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.) (CIP 77139/36105006). Toll Credits for ENG, ROW, CON	\$4,382,000	2020-2025 Complete 2020
El Dorado County	Clear Creek Rd/Clear Creek (1.82 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 1.82 miles east of Sly Park Rd.: Replace 1-lane bridge with a new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP77138/36105005). Toll Credits for ENG, ROW, CON	\$4,187,000	2020-2025 Complete 2020
El Dorado County	Green Valley Rd/Indian Creek Bridge Replacement	Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Replace existing 2 lane bridge with 2 lane bridge. (CIP 77127/36105014)	\$6,225,000	2020-2025 To Construction 2025
El Dorado County	Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP 77136/36105015)	\$6,225,000	2020-2025 To Construction 2025
El Dorado County	Greenstone Rd/Slate Creek Bridge Replacement	Greenstone Rd over Slate Creek, 0.5 miles north of Mother Lode Rd.: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77137/36105019). Toll Credits for ENG, ROW, CON	\$3,535,000	2020-2025 Complete 2020
El Dorado County	Hanks Exchange Rd/Squaw Hollow Creek Bridge Replacement	Hanks Exchange Rd over Squaw Hollow Creek, 0.4 miles south of Pleasant Valley Rd.: Replace existing 1-lane bridge with new 2-lane bridge. Toll credits for PE, ROW, & CON. (CIP 77135/36105020). Toll Credits for ENG, ROW, CON	\$4,087,743	2020-2025 Complete 2020
El Dorado County	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll credits programmed for PE, ROW, & CON. (CIP 77126/36105028). High-Cost Project agreement required. Toll Credits for ENG, ROW, CON	\$82,535,000	2020-2025 Under Construction Complete 2026
El Dorado County	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi West of Snows Rd. Replace existing 2 lane bridge. (CIP 77122/36105030)	\$5,846,000	2020-2025 Complete 2024

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL MAINTENANCE AND REHABILITATION 2020-2025 COMPLETED PROJECTS (cont.)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Oak Hill Rd/ Hunchup Creek Bridge Replacement	Oak Hill Rd over Hunchup Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77134/36105031). Toll Credits for ENG, ROW, CON	\$6,722,000	2020-2025 Complete 2025
Caltrans District 3	ED 49 Ped/Bike Access	In El Dorado County on Route 49 from Patterson Dr to Commerce Way (PM 10.7/11.1): Widen shoulders to provide pedestrian and bike access along highway. EA 0H830	\$2,000,000	Construction: 2021-2022 Complete
Caltrans District 3	SR 193 Slope Stabilization	Near Placerville, on SR 193 at 1.1 miles north of the South Fork American River Bridge (PM 22.8/22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.2/24.3) - Restore embankment slope slip-outs [CTIPS ID 107-0000-1086] (Toll Credits). Toll Credits for ENG, ROW, CON; SR 193, PM 22.8-24.3; EA 1H600	\$9,545,000	Construction: 2019-2020 Complete
Caltrans District 3	SR 50 Bridge Rehab at Sawmill UC	Near Pollock Pines, SR 50, at Sawmill Undercrossing #25-0041 (PMM R27.9/R29.8); also at Sly Park Road (PM R30.17/R31.3) - Replace bridge, restore culverts and add highway lighting [CTIPS ID 107-0000-1029] (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H341	\$11,494,000	Construction 2019-2021 Complete
Caltrans District 3	US 50 - Camino Operational / Safety Improvements	Near Placerville and Camino, US 50, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road (PM 21.9/24.5) - Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local roads [SHOPP CTIPS ID 107-0000-1030] [Caltrans is the lead agency for the project. El Dorado County, Community Development Agency, Transportation Division is a participating agency.] HSIP7-03-008. Toll Credits for ROW	\$55,437,620	Construction: 2020-2024 Complete
Caltrans District 3	US 50 Cameron Park Safety	On US 50 in Cameron Park at Cameron Park Drive: Improve sight distance and upgrade curb ramps [PM 6.5] (CTIPS ID 107-0000-1075) (Toll Credits). Toll Credits for ENG, ROW, CON	\$2,422,000	Construction: 2019-2020 Complete
Caltrans District 3	US 50 Guard Rail Upgrade	In El Dorado County, US 50, at various locations from Red Hawk Undercrossing to 1.9 miles west of Route 89 (PM 11.20/68.70) - Upgrade guard rail to current standards (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H500	\$4,506,000	Construction: 2019-2020 Complete

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT/TRANSPORTATION DEMAND MANAGEMENT 2020-2025 COMPLETED PROJECTS

Lead Agency	Title	Description	Total Cost	Completion Timing
*Regionally Significant Projects				
Caltrans	US 50 Advance Warning and ITS	In El Dorado County, US 50, from the Sacramento County Line to east of Stateline Avenue (PM 0.0/80.4) - Upgrade new Transportation Management System elements. Intelligent Transportation System (ITS) (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H520	\$13,000,000	2020-2025 Construction 2020-2022 Complete
Caltrans D3	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]	\$13,570,000	2020-2025 Construction 2019-2021 Complete
Caltrans D3	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]	\$2,530,000	2020-2025 Construction 2020-2022 Complete
Caltrans D3	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80): Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]. Toll Credits for ENG, ROW, CON	\$1,629,000	2020-2025 Construction 2021-2022 Complete
El Dorado County	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HSIP grant funds are anticipated to be available. As funding permits, additional locations will be identified. (CIP OP005/36105026)	\$672,000	2026-2030 Construction 2024

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL TRANSIT 2020-2025 COMPLETED PROJECTS

El Dorado Transit Goal	Description	Average Annual Cost*
Extend Route 50X, Revise Routes 20 and 60	Extend Route 50X eastward to Placerville Station and revise Routes 20 and 60 to avoid unnecessary duplication of service.	(\$48,400)
Route 40 Additional Stops	Provide additional stops along the existing route in order to improve access to residential and commercial centers.	\$2,480
Eliminate 6 AM Route 30 Run	The 6 AM run of Route 30 serves an average of only 0.6 passenger boardings per weekday. Eliminating this run will reduce ridership by an estimated 150 per year (roughly one passenger every other day) but would save approximately \$29,800 in annual operating costs. Convert the Iron Point Connector into the US 50 Express Route, using a single bus to provide consistent service every two hours between Placerville and Folsom. Reconfigure the Cameron Park Route to an hourly community shuttle.	(\$31,180)
Make 6 PM Diamond Springs Run On-Request	To reduce operating costs, the last Route 30 run of the day will be entirely on request for drop-offs, serving any passengers onboard at the beginning of the run and then returning directly to the operations facility. Implement a one-day-a-week "Activity Bus," on a demonstration basis. El Dorado Hills' residents could reserve trips no more than 14 and no less than 2 days in advance. If less than five one-way trip requests are received by 5 PM on Monday, the service would not be operated. In addition, trips would be accommodated on an on-call and as-available basis on the day of service.	(\$23,860) Implemented for 2 years
Add commuter stop at University and 65 th	Add commuter bus stop at University Avenue and 65 th street	\$8,780
Transit Annual Operations	Maintaining transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service	\$10,394,778
Other Potential Future Service Improvements	Skier service to Sierra-At-Tahoe Ski Area or service to South Lake Tahoe. Implementation of these additional improvements will be dependent upon obtaining additional financial resources.	

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ACTIVE TRANSPORTATION 2020-2025 COMPLETED PROJECTS

Active Transportation Bicycle Projects

Facility Class	Street (or Project Name)	From	To	Mileage
Unincorporated El Dorado County				
Class 1	Bass Lake Rd	Hollow Oak Dr	Country Club D	0.7
Class 3	Big Cut Rd	Parkview Dr	Pleasant Valley Rd	3.5
Bike/Pedestrian Overcrossing	Missouri Flat Rd (Construction 2024)	El Dorado Trail	Separated crossing for EDT	N/A
Class 1	Country Club Dr	Tierra De Dios Dr	Bass Lake Rd	0.8
Class 3	Hollow Oak Dr	Bass Lake Rd	End of St	1.3
Class 3	Deer Valley Road	Green Valley Rd	Green Valley Rd	9
Class 3	Merrychase Rd	Country Club Dr	Cambridge Rd	0.7
Class 2	Tierra de Dios Rd	Bass Lake Rd	Country Club Dr	1.2
City of Placerville				
Class 3	Benham St	Fiske St	Pacific St	0.13
Class 2	Broadway	Point View Dr	Schnell School Rd	1.2
Discretionary Shoulder	Pacific St	Main St	Cedar Ravine Rd	0.53
Discretionary Shoulder	Bee St	Canal St	Coloma St	0.26
Discretionary Shoulder	Spring St	Coloma St	Pleasant St	0.33
Class 3	Mosquito Rd	Dimity Ln	Broadway	0.38
Discretionary Shoulder	Spring St	Bedford Ave	Pleasant St	0.13
Uphill Climbing Lane / Downhill Class 3	Broadway	Blairs Lane	Mosquito Rd	0.37
Sidewalk	Broadway	Blairs Ln	Blairs Ln	0.04
Sidewalk	Broadway	US 50	Smith Flat Rd	0.32

TABLE ##: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ACTIVE TRANSPORTATION 2020-2025 COMPLETED PROJECTS (cont.)

Active Transportation Bicycle Projects

Facility Class	Street (or Project Name)	From	To	Mileage
City of Placerville				
Spot Improvement	Schnell School Rd	Broadway	High visibility crosswalks along Schnell School Rd, tightening curb radii, advance yield markings, painted green bike lanes across US 50 on and off ramps	N/A
Spot Improvement	Ray Lawyer Dr	US 50	High visibility crosswalks	N/A
Spot Improvement	Mosquito Rd	El Dorado Trail	High visibility crosswalks across US 50 on and off ramps	N/A
Spot Improvement	Mosquito Rd	Clay St	Bike lockers	N/A
Spot Improvement	Fair Ln	Placerville Dr/Fair Lane Court	High visibility crosswalk	N/A
Spot Improvement	Canal Street	Bee Street	High Visibility Crosswalk	N/A