



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

---

## TAC AGENDA

Technical Advisory Committee Meeting

### To join the meeting:

The virtual meeting access information will be emailed.

**Monday, September 22, 2025, 1:30 PM**

---

## **DRAFT COMMISSION AGENDA REVIEW**

### **CONSENT CALENDAR**

- 1.** MINUTES FOR THE AUGUST 7, 2025, COMMISSION MEETING (KEFFER)  
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the August 7, 2025, Commission meeting.
- 2.** JULY THROUGH AUGUST 2025 CHECK REGISTER (KEFFER)  
REQUESTED ACTION: Receive and file the July through August 2025 Check Register.
- 3.** TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2024/25 STATE OF GOOD REPAIR FUNDS ACTUAL ALLOCATION AND CLAIM (KEFFER)  
REQUESTED ACTION: Approve Resolution 25/26.02 to approve the Transportation Development Act Fiscal Year 2024/25 State of Good Repair Funds Actual Allocation and Claim.
- 4.** TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2024/25 ACTUAL ALLOCATION FOR STATE TRANSIT ASSISTANCE FUNDS (KEFFER)  
REQUESTED ACTION: Approve Resolution 25/26.03 approving the Transportation Development Act Fiscal Year 2024/25 Actual Allocation for State Transit Assistance Funds.
- 5.** OVERALL WORK PROGRAM VS. ACTUAL COMPARISON FISCAL YEAR 2024/25 REPORT (THOMPSON)  
REQUESTED ACTION: Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year 2024/25 July-June Report

### **BUSINESS ITEMS**

- 6.** FISCAL YEAR 2025/26 OVERALL WORK PROGRAM AND BUDGET, AMENDMENT 1 REPORT (THOMPSON)  
REQUESTED ACTION: Adopt Resolution 25/26.04, approving the Fiscal Year 2025/26 Final Overall Work Program and Budget, Amendment 1.
- 7.** DRAFT FINANCIAL ELEMENT: 2025-2045 REGIONAL TRANSPORTATION PLAN (DELORIA)  
REQUESTED ACTION: Approve the El Dorado County Regional Transportation Plan, 2045 DRAFT Financial Element.

### **INFORMATION ITEMS**

- 8.** 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW (THAGGARD)  
REQUESTED ACTION: None. This item is for information only.

**MEMBER SHARING**

**ADJOURNMENT**

*The next TAC meeting is scheduled for Monday, October 27, 2025.*

**CONSENT CALENDAR**

**STAFF REPORT**

**DATE:           OCTOBER 2, 2025**  
**TO:             EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM:          DANA KEFFER, ADMINISTRATIVE ANALYST/SECRETARY TO THE COMMISSION**  
**SUBJECT:       AUGUST 7, 2025 COMMISSION MEETING**

---

**REQUESTED ACTION**

The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes (Attachment A) for the August 7, 2025, Commission meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: August 7, 2025, Minutes



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

**ACTION MINUTES**

Regular Meeting

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

**Thursday, August 7, 2025, 2:00 PM**  
*(or immediately following the Transit meeting, if after 2:00)*

**COMMISSIONERS**

**Council Members Representing the City of Placerville**

John Clerici, Jackie Neau, David Yarbrough

**Supervisors Representing the County of El Dorado**

Greg Ferrero, Lori Parlin, George Turnboo, Brian Veerkamp

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Neau called the meeting to order at 2:00 PM and led the Pledge of Allegiance.

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

ADOPTION OF AGENDA AND CONSENT CALENDAR

There were no public comments received.

**ACTION: Commissioner Clerici made a motion to adopt the agenda and to approve or adopt items 1 through 4 on the Consent Calendar. The motion was seconded by Commissioner Veerkamp which carried as follows:**

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

1. MINUTES FOR THE JUNE 5, 2025, COMMISSION MEETING  
 REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the June 5, 2025, Commission meeting.
2. MAY THROUGH JUNE 2025 CHECK REGISTER  
 REQUESTED ACTION: Receive and file the May through June 2025 Check Register.
3. REVISED TRANSPORTATION DEVELOPMENT ACT GUIDELINES AND CLAIMS  
 REQUESTED ACTION: Approve both the Revised El Dorado County Transportation Commission Transportation Development Act Guidelines and Claim Forms and the Revised El Dorado County Transportation Commission Transportation Development Act Bicycle and Pedestrian Guidelines and Claim Form.

4. SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FISCAL YEAR 2024/25 EXCHANGE APPORTIONMENT AND FUNDING AGREEMENTS BETWEEN EDCTC AND THE CITY OF PLACERVILLE AND EDCTC AND EL DORADO COUNTY

REQUESTED ACTION:

1. Adopt Resolution 25/26.01 approving the Surface Transportation Block Grant Program FY 2024/25 Exchange Apportionment and Allocation.
2. Authorize the Executive Director to sign the 2024/25 Exchange Recipient Agreement between El Dorado County Transportation Commission and the City of Placerville.
3. Authorize the Executive Director to sign the 2024/25 Exchange Recipient Agreement between EDCTC and El Dorado County.

OPEN FORUM

There were no public comments received.

BUSINESS ITEM

5. DRAFT ACTION ELEMENT: 2025-2045 REGIONAL TRANSPORTATION PLAN

REQUESTED ACTION: Approve the El Dorado County Regional Transportation Plan 2025-2045 Draft Action Element, which includes: Chapter 6, Integrated Regional Transportation Planning; Chapter 7, Sustainable, Adaptable, Resilient; Chapter 8, Surface Transportation System; Chapter 9, Transit; Chapter 10; Aviation; Chapter 11; Active Transportation; Chapter 12, Transportation Systems Management; Chapter 13, Equity, and Appendix 2A: Regional Transportation Plan 2025-2045 Project List - Roadway, Bicycle and Pedestrian, and Transit.

There were no public comments received.

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

**MOTION/SECOND: Clerici/Yarbrough**

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

**ABSTAIN: None**

**NOES: None**

**ABSENT: None**

EXECUTIVE DIRECTOR'S REPORT

SOUTH LAKE TAHOE - CALTRANS – COMMISSIONER COMMENTS

ADJOURNMENT

The meeting was adjourned at 2:49 PM.

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

**CONSENT CALENDAR**

**STAFF REPORT**

**DATE:           OCTOBER 2, 2025**  
**TO:             EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM:          DANA KEFFER, ADMINISTRATIVE ANALYST/SECRETARY TO THE COMMISSION**  
**SUBJECT:       JULY THROUGH AUGUST 2025 CHECK REGISTER**

---

**REQUESTED ACTION**

Receive and file the July through August 2025 Check Register (Attachment A).

**BACKGROUND AND DISCUSSION**

The attached check listing includes payments that merit further explanation:

*Extreme Towing*..... \$13,739.02  
*Extreme Towing*..... \$15,219.33  
 June and July 2025 professional services for the Freeway Service Patrol Program, Work Element 130. The contract with Extreme Towing was approved at the May 6, 2021, EDCTC meeting.

*CalPERS Retirement System* ..... \$55,312.00  
 Prepayment of the 2025/26 CalPERS retirement unfunded liability. CalPERS separates the contribution amount from the unfunded portion and offers the option to prepay a discounted amount. This payment was included in the Overall Work Program and Budget approved at the May 1, 2025, EDCTC meeting.

*Sacramento Transportation Authority* ..... \$2,270.00  
 FY 2024/25 shared costs for the Freeway Service Patrol Program, Work Element 130. The contract with STA was approved at the June 1, 2023, EDCTC meeting.

*Fehr & Peers* ..... \$2,578.00  
 June 2025 professional services for the Next Generation Transportation Investments Strategy, Work Element 263. The contract was approved at the February 1, 2024, EDCTC meeting.

*DeNovo Planning Group*..... \$291.38  
*DeNovo Planning Group*..... \$511.87  
 June through July 2025 professional services for the Regional Transportation Plan Environmental Impact Report, Work Element 200EIR. The contract was approved at the June 6, 2024, EDCTC meeting.

*City of Placerville* ..... \$200,000.00  
 Payment of the FY 2024/25 Surface Transportation Block Grant Program (STBG) Exchange funding to the City of Placerville based on formulaic distribution. The payment for the Smith Flat Road Storm Drain and Paving project was approved at the August 7, 2025, meeting by Resolution 25/26.01.

*El Dorado County Department of Transportation* ..... \$685,266.00  
 Payment of the FY 2024/25 Surface Transportation Block Grant Program (STBG) Exchange funding to El Dorado County DOT based on the formulaic distribution. The payment for the Green Valley Road at Indian Creek – Bridge Replacement, and Green Valley Road at Mound Springs Creek – Bridge Replacement was approved at the August 7, 2025, meeting by Resolution 25/26.01.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: July through August 2025 Check Register

**El Dorado County Transportation Commission  
Check Register  
July - August 2025**

<u>Date</u>	<u>Name</u>	<u>Payment</u>	<u>Memo</u>
07/01/2025	Ameritas Life Insurance Corp.	414.84	July 2025 Dental
07/01/2025	Ameritas Life Insurance Corp.	52.88	July 2025 Vision
07/01/2025	Benefit Coordinators Corporation	190.68	July 2025 Life/Disability Premiums
07/01/2025	CALCOG	4,004.00	EDCTC 25/26 Organization Dues
07/01/2025	CalPERS Health	6,406.26	July 2025 Health Premiums
07/01/2025	Mountain Democrat	119.08	Annual Subscription Acct 452310
07/01/2025	RTS IT, Inc.	1,179.35	July 2025 ITCare Silver Service Plan
07/01/2025	Sharon Frances Petersen Rev Trust	4,608.00	July 2025 Office Rent
07/07/2025	Elan Financial Services - Visa DK	799.11	ADA Compliant Website and office phones
07/07/2025	Elan Financial Services - Visa KT	38.62	Zoom meetings/office expenses
07/07/2025	Elan Financial Services - Visa WD	92.96	Parking Carta Board Mtg/Misc Office Expenses
07/07/2025	Mountain Democrat	20.00	Assoc Transp Planner Ad 6/6/25
07/07/2025	Mountain Democrat	122.50	Public Notice RTP Env Impact Report
07/07/2025	Rimrock Water Company	12.00	June 2025 Dispenser Rental
07/07/2025	Extreme Towing	13,739.02	* June 2025 Freeway Service Patrol
07/07/2025	Century Building Maintenance	500.00	June 2025 Building Maintenance
07/10/2025	RTS IT, Inc.	88.00	Prorated Office 365 Premium License
07/14/2025	CalPERS Retirement System	55,312.00	* Prepayment 2025/26 Unfunded Accrued Liability
07/14/2025	CalPERS Retirement System	1,003.00	Prepayment 2025/26 PEPRA Unfunded Accrued Liability
07/14/2025	De Lage Landen Financial Services	189.11	July 2025 Copy Machine Lease Payment
07/16/2025	RTS IT, Inc.	332.59	Purchase 2 computer monitors
07/17/2025	QuickBooks Payroll Service	21.00	June 2025 Payroll Fee
07/21/2025	RTS IT, Inc.	1,410.00	Firewall Security Suite 3 years
07/22/2025	Sacramento Transportation Authority	2,270.00	* FY 2024/25 Freeway Service Patrol Shared Costs
07/22/2025	Sloan Sakai Yeung & Wong LLP	60.00	June 2025 Legal Services
07/22/2025	PG&E	669.87	06/10/25-07/10/25 Utilities
07/22/2025	Umpqua Bank	80.39	June 2025 Analyzed Checking Fee
07/31/2025	ACC Business	129.03	6/11/25-7/11/25 Internet
07/31/2025	Fehr & Peers	2,578.00	* 05/27/25-06/27/25 Next Gen Transp Inv Strategy
07/31/2025	Rimrock Water Company	55.70	July 2025 Water
07/31/2025	Sharon Frances Petersen Rev Trust	4,608.00	August 2025 Office Rent
08/01/2025	Ameritas Life Insurance Corp.	543.00	August 2025 Dental
08/01/2025	Ameritas Life Insurance Corp.	72.20	August 2025 Vision
08/01/2025	Benefit Coordinators Corporation	228.03	August 2025 Life/Disability Premiums
08/01/2025	CalPERS Health	6,395.58	August 2025 Health Premiums
08/01/2025	RTS IT, Inc.	1,179.35	August 2025 ITCare Silver Service Plan
08/01/2025	RTS IT, Inc.	82.50	Troubleshoot at home computer
08/05/2025	Century Building Maintenance	500.00	July 2025 Building Maintenance
08/05/2025	De Novo Planning Group	291.38	* 2025-2045 RTP EIR Through June 30, 2025
08/05/2025	De Novo Planning Group	511.87	* 2025-2045 RTP EIR July-Aug 5, 2025
08/05/2025	Elan Financial Services - Visa DK	1,245.42	ADA compl website, office phones, Computer-Transp Planner
08/05/2025	Elan Financial Services - Visa KT	76.51	Zoom meetings/copy mach chgs/document shredding
08/05/2025	Elan Financial Services - Visa WD	6.00	Parking CARTA Board Mtg
08/05/2025	Sierra Office Supply & Printing	148.18	July 2025 Office Supplies
08/08/2025	City of Placerville 1	200,000.00	* 2024/25 STBG Exchange Reso 25/26.01
08/08/2025	El Dorado County Dept of Transportation	685,266.00	* 2024/25 STBG Exchange Reso 25/26.01
08/08/2025	Extreme Towing	15,219.33	* July 2025 Freeway Service Patrol
08/18/2025	QuickBooks Payroll Service	21.00	July 2025 Payroll Fee
08/19/2025	De Lage Landen Financial Services	189.11	August 2025 Copy Machine Lease Payment
08/19/2025	PG&E	695.64	07/11/25-08/10/25 Utilities
08/19/2025	Rimrock Water Company	12.00	July 2025 Disp Rental
08/19/2025	Roberts & Company, Inc.	150.00	July 2025 Accounting Oversight
08/20/2025	Umpqua Bank	86.58	July 2025 Analyzed Checking Fee
08/21/2025	ACC Business	129.03	7/11/25-8/10/25 Internet
08/29/2025	Sharon Frances Petersen Rev Trust	4,608.00	September 2025 Office Rent
		<u>1,018,762.70</u>	

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

**DATE:** OCTOBER 2, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** DANA KEFFER, ADMINISTRATIVE ANALYST  
**SUBJECT:** TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2024/25  
STATE OF GOOD REPAIR FUNDS ACTUAL ALLOCATION AND CLAIM

---

**REQUESTED ACTION**

Adopt Resolution 25/26.02 to approve the Transportation Development Act (TDA) Fiscal Year (FY) 2024/25 State of Good Repair (SGR) Funds Actual Allocation and Claim.

**BACKGROUND and DISCUSSION**

The Transportation Development Act provides three funding sources:

1. LTF from a quarter cent of the general sales tax collected statewide
2. STA from the statewide sales tax on diesel fuel
3. SGR fund from a portion of the Transportation Improvement Fee created from Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017

The California Department of Tax and Fee Administration, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The State Controller's Office appropriates and allocates STA and SGR tax revenue, by formula, to planning agencies and other selected agencies.

The El Dorado County Transportation Commission is the Regional Transportation Planning Agency responsible for apportioning and administering the TDA funds for the Western Slope of El Dorado County.

The SGR is a funding source from a portion of the SB 1 Transportation Improvement Fee. The actual amount received for FY 2024/25 is \$323,647.00 plus \$7,133.03 in interest and El Dorado County Transit Authority (EDCTA) is the only eligible recipient on the Western Slope of El Dorado County. EDCTA's approved 2024/25 SGR project is Bus Parking Lot Repair and Rehabilitation. EDCTA will consider approval of a claim for this project on October 2, 2025, in the amount of \$330,780.03 to be submitted to the El Dorado County Transportation Commission for payment.

Approved by:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 25/26.02  
B) FY 2024/25 Actual Apportionment – SGR  
C) FY 2024/25 SGR Claim from EDCTA



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

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

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

## RESOLUTION 25/26.02

### RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING THE TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2024/25 STATE OF GOOD REPAIR FUNDS ACTUAL ALLOCATION AND CLAIM

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

**WHEREAS**, California Government Code Section 29532.1(g) identifies EDCTC as the designated Regional Transportation Planning Agency (RTPA) for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds and administration of the Transportation Development Act of 1971 (TDA), as amended thereafter; and

**WHEREAS**, the County of El Dorado, the City of Placerville, and the El Dorado County Transit Authority (EDCTA) are each required to file annual transportation claims for the funds, if any, from the Local Transportation Fund (LTF) of the Western Slope of the County, as apportioned to them by the EDCTC, pursuant to the TDA; and

**WHEREAS**, it is the responsibility of the EDCTC, under the provisions of the TDA, to review the annual transportation claims and to make allocations of monies from the LTF, State Transit Assistance (STA) fund and State of Good Repair (SGR) fund based on the estimated revenue upon approving said claim; and

**WHEREAS**, the SGR fund was established due to funding from Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017; and

**WHEREAS**, the State Controller's Office issued a report of the estimated revenues for SGR funds; and

**WHEREAS**, on June 6, 2024, the EDCTC authorized Bus Parking Lot Repair and Rehabilitation as the primary project and Fleet Repair and Rehabilitation as a backup project to be funded by the Fiscal Year (FY) 2024/25 SGR Program; and

**WHEREAS**, the FY 2024/25 SGR fund estimated allocation of \$308,398.00 was approved at the EDCTC meeting on May 2, 2024; and

**WHEREAS**, the State Controller's Office issued the FY 2024/25 SGR fund report of the actual amount received of \$323,647.00; and

**WHEREAS**, interest earned in the SGR fund for FY 2024/25 was \$7,133.03; and

**WHEREAS**, the EDCTA is the only eligible applicant; and

**WHEREAS**, the EDCTA will consider approval of a claim for Repair and Rehabilitation on October 2, 2025, in the amount of \$330,780.03 to be submitted to EDCTC for payment; and

**WHEREAS**, the Auditor of said County is instructed to pay monies in the fund to the claimants pursuant to allocation instructions received from the EDCTC.

**NOW THEREFORE, BE IT RESOLVED**, the SGR funds are reserved in a designated account by the Auditor’s Office until a reimbursement claim from EDCTA has been approved by the Commission.

**BE IT FURTHER RESOLVED**, that EDCTC shall review the claims as they are received, approve same for the FY 2024/25 funds available in the SGR fund, and make the following allocation:

1. **State of Good Repair** – To be paid to El Dorado County Transit Authority in the amount of \$330,780.03 for Repair and Rehabilitation, per Sections 99313 and 99314.

**BE IT FURTHER RESOLVED**, that allocation instructions shall be prepared for each claimant in accordance with the above, and pursuant to EDCTC rules and regulations. The Executive Director, appointed by the Commission, is authorized to sign the allocation instructions and to issue the instructions to the County Auditor to pay the claimant in accordance with the above allocations and conditions.

**PASSED AND ADOPTED**, by the El Dorado County Transportation Commission at their regular meeting on October 2, 2025, by the following vote:

*Vote pending*

Attest:

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

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

**TRANSPORTATION DEVELOPMENT ACT (TDA)  
STATE OF GOOD REPAIR (SGR)**

**FY 2024/25 ACTUAL ALLOCATION**

**REVISED FY 2024/25 ESTIMATED SGR AVAILABLE FOR ALLOCATION**

Actual 2024/25 SGR Receipts per State Controller's Office	\$ 323,647.00	
Interest Earned	\$ 7,133.03	
		<b>Total FY 2024/25 balance for apportionment \$ 330,780.03</b>

**El Dorado County Transit Authority (PUC 99313 and 99314)**

Eligible project Repair and Rehabilitation was approved at the 6/6/24 EDCTC meeting	\$ 330,780.03	
Public Transportation subtotal		\$ 330,780.03

**Subtotal FY 2024/25 claimant allocations \$ 330,780.03**

**Total FY 2024/25 claimant allocations \$ 330,780.03**



# EL DORADO TRANSIT

## CLAIM FOR STATE OF GOOD REPAIR (SGR) PROGRAM FUNDS

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION  
2828 EASY STREET, SUITE 1, PLACERVILLE, CA 95667

FROM:		
	CLAIMANT:	El Dorado Transit Authority
	ADDRESS:	6565 Commerce Way Diamond Springs, CA 95619

CONTACT PERSON:	Kate Hewett, Finance Manager	
	Phone: (530) 642-5383 Ext. 206	Email: khewett@eldoradotransit.com

The El Dorado Transit Authority hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State of Good Repair Funds be approved in the amount of \$330,780.03 for Fiscal Year 2024/25, in the following amounts for the following purposes to be drawn from the State of Good Repair fund deposited with the El Dorado County Treasurer.

The annual claim for SGR is submitted for the previous fiscal year after the final payment is received and the actual amount is known for the previous fiscal year. Submit claim to EDCTC after approval by El Dorado County Transit Authority.

Transit Capital (6730a):	\$330,780.03
State of Good Repairs (SGR) Funds for Fiscal Year 2024/25	

<b>Authorized Representative:</b>			
By:		Title:	Executive Director
Name:	Brian James	Date:	September 17, 2025

<b>EDCTC Use:</b>			
Resolution No. Approving Claim:		Date of Approval:	

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

**DATE:** OCTOBER 2, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** DANA KEFFER, ADMINISTRATIVE ANALYST  
**SUBJECT:** TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2024/25 ACTUAL ALLOCATION FOR STATE TRANSIT ASSISTANCE FUNDS

---

**REQUESTED ACTION**

Adopt Resolution 25/26.03 approving the Transportation Development Act Fiscal Year (FY) 2024/25 Actual Allocation for State Transit Assistance Funds.

**BACKGROUND and DISCUSSION**

The Transportation Development Act (TDA) provides three funding sources:

1. Local Transportation Fund (LTF) from a quarter cent of the general sales tax collected statewide.
2. State Transit Assistance fund (STA) from the statewide sales tax on diesel fuel.
3. State of Good Repair (SGR) from a portion of the Transportation Improvement Fee included in Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017.

The California Department of Tax and Fee Administration, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The State Controller's Office (SCO) allocates the STA tax and the State of Good Repair revenue, by formula, to planning agencies and other eligible agencies. Statute requires that 50% of STA and SGR funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency responsible for administering these funds for this region. The attached Findings of Apportionment (Attachment B) summarizes the actual amount received for FY 2024/25.

**State Transit Assistance Funds (STA)**

The final actual amount of FY 2024/25 actual STA funds received was \$1,900,886.00 and interest earned in the fund was \$5,697.35. The STA funds were paid to El Dorado County Transit Authority who is the only eligible applicant.

Approved by:



---

Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 25/26.03  
B) Findings of Apportionment STA Final Amount for FY 2024/25



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

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

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

## RESOLUTION 25/26.03

### RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING THE TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2024/25 ACTUAL ALLOCATION FOR STATE TRANSIT ASSISTANCE FUNDS

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

**WHEREAS**, California Government Code Section 29532.1(g) identifies EDCTC as the designated Regional Transportation Planning Agency (RTPA) for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds and administration of the Transportation Development Act of 1971 (TDA), as amended thereafter; and

**WHEREAS**, the County of El Dorado, the City of Placerville, and the El Dorado County Transit Authority are each required to file annual transportation claims for the funds, if any, from the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA) and the State of Good Repair Fund (SGR) of the Western Slope of the County, as apportioned to them by the EDCTC, pursuant to the TDA; and

**WHEREAS**, it is the responsibility of the EDCTC, under the provisions of the TDA, to review the annual transportation claims and to make allocations of monies from the LTF, STA, and SGR funds based on the estimated revenue upon approving said claim; and

**WHEREAS**, the Auditor of said County is instructed to pay monies in the fund to the claimants pursuant to allocation instructions received from the El Dorado County Transportation Commission; and

**WHEREAS**, the State Controller's Office issued a report of estimated revenues for STA Funds in January 2024 and a revised estimate in August 2024; and

**WHEREAS**, the State Controller's Office issued a final report of revenues for FY 2024/25 STA and the actual amount was \$1,900,886.00.

**NOW THEREFORE, BE IT RESOLVED**, that the El Dorado County Transportation Commission shall approve the FY 2024/25 actual amount received in the STA fund, and make the following allocations:

1. State Transit Assistance Funds – To the El Dorado County Transit Authority (EDCTA) for State Transit Assistance Funds in the final amount of \$1,900,886.00 for FY 2024/25 and interest earned in the fund was \$5,697.35. The total amount is \$1,906,583.35. El Dorado Transit has been paid for the STA funds.

**BE IT FURTHER RESOLVED**, that allocation instructions shall be prepared for each claimant in accordance with the above, and pursuant to the El Dorado County Transportation Commission rules and regulations. The Executive Director, appointed by the Commission, is authorized to sign the

allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations and conditions.

**BE IT FURTHER RESOLVED**, that the claimants are to be notified by the El Dorado County Transportation Commission of action on their claims.

**PASSED AND ADOPTED**, by the El Dorado County Transportation Commission at their regular meeting on October 2, 2025, by the following vote:

*Vote Pending*

Attest:

---

Jackie Neau, Chairperson

---

Dana Keffer, Secretary to the Commission

**TRANSPORTATION DEVELOPMENT ACT (TDA)  
STATE TRANSIT ASSISTANCE (STA)**

**FY 2024/25 ACTUAL ALLOCATION**

**FY 2024/25 FINAL STA**

2024/25 Actual STA Receipts per State Controller's Office 99313 and 99314*	\$ 1,900,886.00
FY 2024/25 Interest	\$ <u>5,697.35</u>

**Total FY 2024/25 balance for apportionment**    \$ 1,906,583.35

**El Dorado County Transit Authority (PUC 99313 and 99314)**

EDCTA - Continuation of Existing Service

	<u>\$ 1,906,583.35</u>	
Public Transportation subtotal		\$ 1,906,583.35

**Subtotal FY 2024/25 claimant allocations**    \$ 1,906,583.35

**Total FY 2024/25 claimant allocations**    \$ 1,906,583.35

\* The actual amount of STA funds collected for the fiscal year was paid to El Dorado County Transit Authority.

**CONSENT CALENDAR**

**STAFF REPORT**

**DATE:** OCTOBER 2, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** KAREN THOMPSON, FISCAL OFFICER  
**SUBJECT:** OVERALL WORK PROGRAM BUDGET VS. ACTUAL COMPARISON FISCAL YEAR 2024/25 REPORT

---

**REQUESTED ACTION**

Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year (FY) 2024/25 July-June Report (Attachment A).

**BACKGROUND**

This budget vs. actual comparison is for fiscal year 2024/25. The purpose of this report is to compare the budgeted revenues and expenditures to the actual for the fiscal year by work element and to provide information related to the financial position of the agency.

**DISCUSSION**

This attached summary report shows the budget vs. actual expenditures by work element.

A summary of the Commission’s disbursements, receipts and balances are provided in the table below.

**Fiscal Year Cash Balances**

Public Funds Money Market and Checking Account Balances at July 1, 2024	\$1,516,333
Receipts	\$2,884,704
Disbursements	\$2,534,675
Public Funds Money Market and Checking Account Balances at June 30, 2025	\$1,866,362

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: OWP Budget vs. Actual Comparison FY 2024/25 July-June

**EL DORADO COUNTY TRANSPORTATION COMMISSION  
OWP BUDGET VS. ACTUAL COMPARISON JULY-JUNE FY 2024/25**

	Indirect Costs		Administration of Overall Work Program		Intergovernmental Coordination		Transportation Development Act & Transit Administration		TIRCP & ZETCP Administration		Airport Land Use Commission		Freeway Service Patrol	
	Budget 50	Actual 50	Budget 100	Actual 100	Budget 110	Actual 110	Budget 120	Actual 120	Budget 122	Actual 122	Budget 125	Actual 125	Budget 130	Actual 130
<b>Income</b>														
Local Transportation Funds (LTF)			-	3,598	-	15,967	96,880	110,765	-	-	6,438	141		
LTF Funds-SACOG Payment														
Transit Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) Admin									26,245	16,289				
Rural Planning Assistance (RPA)			50,394	50,394	151,717	151,717	-	-			-	-	-	-
Rural Planning Assistance (RPA) Grants														
STIP Planning, Programming, & Monitoring (PPM)			-	-	-	-	-	-			-	-	-	-
Surface Transp Block Grant Prog (STBG) Exchange			-	-	-	-	-	-			-	-	-	-
STBG Exchange - Wayfinding Match														
Sustainable Communities-FTA 5304														
Freeway Service Patrol													205,762	183,380
Misc Income/Interest		1,394										-		
<b>Total Income</b>	-	1,394	50,394	53,992	151,717	167,684	96,880	110,765	26,245	16,289	6,438	141	205,762	183,380
				-		-		-		-		-		-
<b>Expense</b>														
Permanent Employees/Benefits	268,367	267,428	30,183	32,338	87,056	99,183	29,037	38,779	12,725	9,756	861	84	14,831	10,963
Building Lease & Utilities	68,296	67,588												
Office Expense	53,039	50,625	-	-	6,370	2,088	400	159	-	-	-	-	-	403
Professional Services	33,000	26,183	-	-	-	-	48,000	43,074	5,000	-	5,000	-	181,000	164,674
Indirect Cost Allocation	(423,751)	(403,927)	20,210	21,654	58,291	66,413	19,443	25,967	8,519	6,533	577	56	9,931	7,341
Indirect Costs Carryover from Prior Year	1,049													
	-	-		-		-		-		-		-		-
<b>Total Expense</b>	(0)	7,898	50,394	53,992	151,717	167,684	96,880	107,979	26,245	16,289	6,438	141	205,762	183,380
Current year contract retention accrued but not paid							2,786							
Prior year retention paid and billed to grant														
<b>OWP Budget vs. Actual Expenses</b>			<b>107.1%</b>		<b>110.5%</b>		<b>114.3%</b>		<b>62.1%</b>		<b>2.2%</b>		<b>89.1%</b>	

**EL DORADO COUNTY TRANSPORTATION COMMISSION  
OWP BUDGET VS. ACTUAL COMPARISON JULY-JUNE FY 2024/25**

	Regional Transportation Plan		Regional Transportation Plan Environmental Impact Report		Transit Planning		Next Generation Transportation Investments Strategy		US 50 Camino Signage and Wayfinding - Access Mitigation Plan		State & Federal Programming		Transportation Project Delivery & Oversight	
	Budget 200	Actual 200	Budget 200EIR	Actual 200EIR	Budget 221	Actual 221	Budget 263	Actual 263	Budget 282	Actual 282	Budget 300	Actual 300	Budget 310	Actual 310
<b>Income</b>														
Local Transportation Funds (LTF)	140,723	150,389	31,750	26,246	24,344	18,855	-	19,369	-	-	111,500	93,148	79,231	74,286
LTF Funds-SACOG Payment	100,000	100,000	-	-										
Transit Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) Admin														
Rural Planning Assistance (RPA)	69,367	69,367	77,250	63,853	-	-	-	-			-	-	-	-
Rural Planning Assistance (RPA) Grants	-	-	-	-					58,487	58,487				
STIP Planning, Programming, & Monitoring (PPM)	-	-	-	-	-	-	-	-	-	-	37,000	27,000	37,000	24,183
Surface Transp Block Grant Prog (STBG) Exchange	5,913	-	-	-	-	-	35,136	7,392	13,375	13,375	-	-	-	-
STBG Exchange - Wayfinding Match									6,454	6,454				
Sustainable Communities-FTA 5304							178,198	135,722						
Freeway Service Patrol														
Misc Income/Interest									-	-				
<b>Total Income</b>	<b>316,004</b>	<b>319,756</b>	<b>109,000</b>	<b>90,099</b>	<b>24,344</b>	<b>18,855</b>	<b>213,334</b>	<b>162,483</b>	<b>78,316</b>	<b>78,316</b>	<b>148,500</b>	<b>120,148</b>	<b>116,231</b>	<b>98,469</b>
		-				-		-				-		-
<b>Expense</b>														
Permanent Employees/Benefits	129,376	131,597	5,668	14,009	14,581	11,293	29,184	19,983	8,738	8,978	88,855	71,962	69,527	58,976
Building Lease & Utilities														
Office Expense	-	42	-	-	-	-	400	-	400	-	150	-	150	3
Professional Services	100,000	100,000	99,537	66,709	-	-	164,209	129,120	63,328	54,831	-	-	-	-
Indirect Cost Allocation	86,628	88,117	3,795	9,381	9,763	7,562	19,541	13,380	5,851	6,011	59,495	48,186	46,554	39,490
Indirect Costs Carryover from Prior Year														
		-		-		-		-		-		-		-
<b>Total Expense</b>	<b>316,004</b>	<b>319,756</b>	<b>109,000</b>	<b>90,099</b>	<b>24,344</b>	<b>18,855</b>	<b>213,334</b>	<b>162,483</b>	<b>78,316</b>	<b>69,820</b>	<b>148,500</b>	<b>120,148</b>	<b>116,231</b>	<b>98,469</b>
Current year contract retention accrued but not paid		-		7,412				14,347		6,092				
Prior year retention paid and billed to grant										2,404				
<b>OWP Budget vs. Actual Expenses</b>	<b>101.2%</b>		<b>89.5%</b>		<b>77.5%</b>		<b>82.9%</b>		<b>100.0%</b>		<b>80.9%</b>		<b>84.7%</b>	

**EL DORADO COUNTY TRANSPORTATION COMMISSION  
OWP BUDGET VS. ACTUAL COMPARISON JULY-JUNE FY 2024/25**

	Active & Alternative Transportation Programs		Public Education & Outreach		Transportation Advocacy		Caltrans Indirect Cost Allocation Plan (ICAP) Excluded Costs		OWP Total	Total
	Budget 330	Actual 330	Budget 400	Actual 400	Budget 410	Actual 410	Budget	Actual	Budget	Actual
<b>Income</b>										
Local Transportation Funds (LTF)	63,865	44,776	-	-	73,569	70,602	1,700	1,861	630,000	630,000
LTF Funds-SACOG Payment									100,000	100,000
Transit Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) Admin									26,245	16,289
Rural Planning Assistance (RPA)	-	-	65,523	51,993	-	-	-	-	414,250	387,324
Rural Planning Assistance (RPA) Grants									58,487	58,487
STIP Planning, Programming, & Monitoring (PPM)	-	-	-	-	-	-	-	-	74,000	51,183
Surface Transp Block Grant Prog (STBG) Exchange	226	-	-	-	-	-	-	-	54,650	20,767
STBG Exchange - Wayfinding Match									6,454	6,454
Sustainable Communities-FTA 5304									178,198	135,722
Freeway Service Patrol									205,762	183,380
Misc Income/Interest	1,500	3,585			-	-		-	1,500	4,979
<b>Total Income</b>	<b>65,591</b>	<b>48,360</b>	<b>65,523</b>	<b>51,993</b>	<b>73,569</b>	<b>70,602</b>	<b>1,700</b>	<b>1,861</b>	<b>1,749,548</b>	<b>1,594,585</b>
		-		-		-			-	-
									-	-
<b>Expense</b>										
Permanent Employees/Benefits	39,136	28,810	39,245	31,141	33,855	35,384	-	-	901,225	870,664
Building Lease & Utilities									68,296	67,588
Office Expense	250	260	-	-	17,045	11,524	1,700	1,861	79,904	66,964
Professional Services	-	-	-	-	-	-	-	-	699,073	584,591
Indirect Cost Allocation	26,205	19,291	26,279	20,852	22,669	23,694		-	(0)	(0)
Indirect Costs Carryover from Prior Year									1,049	-
		-		-		-			-	-
<b>Total Expense</b>	<b>65,591</b>	<b>48,360</b>	<b>65,523</b>	<b>51,993</b>	<b>73,569</b>	<b>70,602</b>	<b>1,700</b>	<b>1,861</b>	<b>1,749,548</b>	<b>1,589,807</b>
Current year contract retention accrued but not paid						-			-	30,637
Prior year retention paid and billed to grant									-	2,404
<b>OWP Budget vs. Actual Expenses</b>	<b>73.7%</b>		<b>79.4%</b>		<b>96.0%</b>		<b>109.5%</b>		<b>92.8%</b>	
	<b>100% of FY Complete</b>									

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

**DATE:** OCTOBER 2, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** KAREN THOMPSON, FISCAL OFFICER  
**SUBJECT:** FISCAL YEAR 2025/26 OVERALL WORK PROGRAM AND BUDGET,  
AMENDMENT 1

---

**REQUESTED ACTION**

Adopt Resolution 25/26.04 (Attachment A), approving the Fiscal Year (FY) 2025/26 Final Overall Work Program and Budget, Amendment 1 (Attachment B).

**BACKGROUND**

The Overall Work Program (OWP) and Budget is the annual work plan for El Dorado County Transportation Commission (EDCTC), and it identifies the work activities and budget by work element for the upcoming fiscal year. The work elements in the OWP include on-going operations as well as one-time grant funded transportation planning efforts.

**DISCUSSION**

The FY 2025/26 Draft OWP was presented at the February Commission meeting and the Final OWP was approved at the May meeting. Amendment 1 to the OWP is needed to add the carryover grant balances from the previous fiscal year that have been approved by Caltrans. Amendment 1 makes the following changes:

1. Rural Planning Assistance (RPA) carryover of \$13,529.11 was added to Work Element (WE) 400.
2. The estimated carryover grant amounts were changed to the approved balances for two grant funded projects, WE 200EIR Regional Transportation Plan Environmental Impact Report and WE 263 Next Generation Transportation Investments Strategy.
3. Staff time, expenditures and revenues were adjusted between work elements based on changes to the grant funded projects.

The total amount of the FY 2025/26 OWP and Budget, Amendment 1 is \$1,518,832.14.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: EDCTC Resolution 25/26.04

Attachment B: FY 2025/26 Overall Work Program and Budget, Amendment 1



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

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

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

**RESOLUTION 25/26.04**

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING FISCAL YEAR 2025/26 OVERALL WORK PROGRAM AND BUDGET, AMENDMENT 1**

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

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

**WHEREAS**, the Fiscal Year (FY) 2025/26 Overall Work Program and Budget (OWP) is the primary management tool for the El Dorado County Transportation Commission (EDCTC), which identifies the activities and a schedule of work for regional transportation planning in El Dorado County, and is a requirement of the Memorandum of Understanding between the EDCTC and Caltrans; and

**WHEREAS**, the Draft OWP was presented at the February 6, 2025, Commission meeting and the Final OWP was approved at the May 1, 2025, Commission meeting; and

**WHEREAS**, Amendment 1 adds the approved Rural Planning Assistance carryover balance to Work Element 400, adds the approved carryover grant funding to work elements 200EIR and 263, and adjusts staff time, revenue and expenditures between other work elements based on the changes to the grant funded projects; and

**NOW, THEREFORE, BE IT RESOLVED**, that the El Dorado County Transportation Commission hereby approves Amendment 1 to the FY 2025/26 Overall Work Program and Budget, with a total budget of \$1,518,832.14.

**BE IT FURTHER RESOLVED**, that the Executive Director of EDCTC, or his designee, is hereby authorized to apply for grants, sign certifications and assurances, issue Requests for Proposals for projects included in the Overall Work Program and execute agreements to facilitate receipt of revenues and expenditure of funds as set forth in the Overall Work Program, in accordance with EDCTC's Administrative Operating Procedures.

**PASSED AND APPROVED** by the El Dorado County Transportation Commission governing body at the regular meeting held on October 2, 2025, by the following vote:

*Vote Pending*

Attest:

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

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

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

**DATE: OCTOBER 2, 2025**  
**TO: EL DORADO COUNTY TRANSPORTATION COMMISSION**  
**FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR**  
**SUBJECT: DRAFT FINANCIAL ELEMENT: 2025-2045 REGIONAL TRANSPORTATION PLAN**

---

**REQUESTED ACTION**

Approve the El Dorado County Regional Transportation Plan (RTP) 2025-2045 Draft Financial Element.

**BACKGROUND**

The El Dorado County RTP 2025-2045 fulfills the requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082). To qualify for funding in the State Transportation Improvement Program (STIP), projects included in a Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) must be consistent with an adopted RTP. In rural regions, the California Transportation Commission will only consider STIP funding for projects consistent with an RTP adopted within five years of STIP adoption.

RTPs provide a fiscally constrained vision for meeting regional transportation goals, objectives, policies, and strategies. They must be updated every five years and serve several key functions:

- Ensuring projects seeking federal or state funding are included
- Assessing current travel conditions and evaluating new options
- Predicting future transportation needs for people and goods
- Identifying and documenting specific improvements to support RTIP and ITIP development
- Promoting consistency between local, regional, and statewide transportation plans
- Facilitating partnerships that reconcile transportation issues which transcend regional boundaries
- Involving the public, federal, state, tribal, and local agencies, as well as local elected officials, early in the planning process

Under the terms of our Memorandum of Understanding with the Sacramento Area Council of Governments (SACOG), the RTP also provides the necessary elements to update the El Dorado County component of SACOG's Metropolitan Transportation Plan .

Per Government Code Section 65080 an RTP shall include the following components:

A **Policy Element** that identifies mobility goals, objectives, and policies of the region

- This element outlines the process for implementation of the RTP to guide decision makers.

An **Action Element** that identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the policy element.

- The institutional and legal actions needed to implement the RTP, and action plans are also discussed in this section, followed by a detailed assessment of all transportation modes.
- Priorities for regional transportation programs are established within the Action Element.

A **Financial Element** that summarizes the cost of implementing projects in the RTP within a financially constrained environment.

- All anticipated transportation funding revenues are compared with the anticipated costs of the transportation programs and actions identified in the Action Element.
- If shortfalls are identified, strategies are developed to potentially fund the otherwise unfunded projects.

An **Environmental Document** is required under the California Environmental Quality Act.

- The environmental documentation states whether there will be an environmental impact of implementing the projects listed in the plan and, if so, what those impacts will be.
- Depending upon the scope of the plan and the local environment, the appropriate environmental documentation may be a negative declaration, a mitigated negative declaration, or a full environmental impact report.

EDCTC previously approved the Draft Policy Element (March 6, 2025), Draft Action Element of the (August 7, 2025), and Draft Financial Forecast (September 5, 2024) which outlined the funding estimate for the RTP Financial Element. Since that time, staff have worked closely with the RTP Advisory Committee (RTP AC), SACOG, Caltrans, the City of Placerville and El Dorado County to develop the Draft Financial Element.

## **DISCUSSION**

The Draft Financial Element establishes the funding framework for transportation improvement projects and programs in El Dorado County identified in the Draft Action Element (Chapters 6-13). Cost estimates align with the short-term and long-term action plans.

The Draft Financial Element includes historical revenue expenditure data, a summary of project cost estimates, forecasted funding revenues and assumptions, and funding strategy concepts to address potential funding shortfalls. The forecasts provide fiscal constraint by identifying realistic, foreseeable revenues during the planning period. This Draft Financial Element will guide completion of the 2025-2045 RTP. EDCTC will continue to refine the plan with partners and adopt the final RTP no later than December 2025.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: 2025-2045 RTP Draft Financial Element

# CHAPTER 14: FINANCIAL ELEMENT

---

The Financial Element serves as the funding plan for transportation improvement projects and programs to be implemented over a 20-year horizon (2025-2045). It includes all multi-modal projects identified in the RTP Action Element that are fiscally constrained within this timeframe, as well as transportation investments that extend Beyond 2045 to ensure they are documented should unforeseen funding become available. Those projects are noted as Beyond 2045 in the RTP Action Element Project list included as Appendix 6A.

Revenue assumptions are based on historical funding trends, existing funding programs, and potential new funding sources. Actual revenues will most certainly fluctuate based on many factors such as declining fuel tax revenue due to reduced fuel consumption and improved vehicle efficiency, as well as the local, state, and national economy combined with ever changing transportation funding policies and reauthorization of the federal transportation bill.

In partnership with SACOG, EDCTC established assumptions which inform a 20-year estimate of federal, state, and local transportation revenue. In preparing the revenue forecasts, EDCTC and SACOG worked together to calculate transportation revenue that will likely become available to agencies within the EDCTC planning jurisdiction, based primarily on historical levels. Furthermore, the financial forecast reflects state policies and objectives which have shifted away from traditional roadway investments and new capacity projects and now focus on combating climate change through transportation policy and implementation.

## TRANSPORTATION FUNDING OVERVIEW

### FEDERAL FUNDING SOURCES

The Infrastructure Investment and Jobs Act (IIJA), signed by President Biden on November 15, 2021, provided over \$550 billion in new infrastructure investment, including \$284 billion allocated to transportation projects over five years, expiring on September 30, 2026. Key IIJA programs fund highways, bridges, and transit infrastructure through the Federal-Aid Highway Program, as well as new competitive grant opportunities with strong emphasis on safety improvements, sustainability, electric vehicle infrastructure, climate resilience, mobility, and sustainability. The funding available through IIJA presents opportunities to invest in El Dorado County's existing transportation needs as well as in future-ready transportation systems. However, these programs are highly competitive, oversubscribed, and require extensive cross-jurisdictional coordination, public engagement, and regional prioritization to meet the performance metrics and compliance measures required to secure funding.

The IIJA generates a significant portion of its revenue through federal taxes on gasoline and diesel. The federal gas tax remains at 18.4¢ per gallon for gasoline and 24.4¢ per gallon for diesel, which are deposited into the Highway Trust Fund (HTF). The HTF provides funding for transportation projects nationwide, though the IIJA supplements the fund with additional general revenue sources to meet its ambitious goals.

The IIJA offers a comprehensive suite of funding programs, some of which can directly support El Dorado County and the City of Placerville's transportation goals, particularly in the areas of maintenance, safety, evacuation preparedness, transit, and active transportation. Programs are administered through both formula-based and competitive-based processes. Each program within the IIJA can be leveraged to address specific local needs:

1. Federal-Aid Highway Program (FAHP)
  - Benefit: Provides formula funding for road maintenance, rehabilitation, and improvement projects. This funding can enhance pavement conditions on key routes, including rural highways and local roads.
  - Application: Essential upkeep of road networks, including evacuation routes, ensuring they remain in good condition and accessible during emergencies.
2. Bridge Investment Program
  - Benefit: Offers dedicated funding for the repair and replacement of aging or structurally deficient bridges.
  - Application: Addresses critical bridge repairs, ensuring safe passage during routine and emergency travel, especially for evacuation routes in wildfire-prone areas.
3. Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - Benefit: A competitive grant program that can fund multi-modal, regional, or local transportation projects that improve sustainability, equity, and safety.
  - Application: Targets comprehensive projects that improve road safety, transit access, and active transportation facilities like bike lanes and sidewalks, particularly in underserved communities.
4. Infrastructure for Rebuilding America (INFRA)
  - Benefit: Provides competitive grants for freight and highway projects of regional or national significance, improving efficiency in goods movement.
  - Application: Facilitates improvements to regional freight corridors or key highway interchanges, facilitating smoother transportation of goods and emergency supplies, while improving traffic flow on evacuation routes.
5. Surface Transportation Block Grant Program (STBG)
  - Benefit: Highly flexible funding that can be used for highway, bridge, transit, and active transportation projects.
  - Application: Supports a wide range of projects, including road maintenance, the addition of pedestrian and bicycle facilities, and transit system improvements, enhancing overall mobility and connectivity.
6. Congestion Mitigation and Air Quality (CMAQ) Improvement Program
  - Benefit: Focuses on reducing transportation-related air pollution in nonattainment or maintenance areas.
  - Application: Reduces congestion and improve air quality, such as roundabout installations, transit improvements, or the development of electric vehicle (EV) charging infrastructure, addressing both environmental and mobility goals.
7. Highway Safety Improvement Program (HSIP)
  - Benefit: Provides funding for projects that improve road safety and reduce traffic-related fatalities and injuries.
  - Application: Enhances safety on critical corridors and intersections, including safety improvements like guardrails, traffic calming measures, and improved signage. These measures are vital for both everyday travel and emergency evacuation preparedness.
8. National Highway Performance Program (NHPP)
  - Benefit: Offers funding to improve the condition and performance of roads within the National Highway System (NHS).
  - Application: Maintains and upgrades vital highway segments, ensuring that key evacuation and transportation routes remain operational and efficient.

9. Transit Infrastructure Grants
  - Benefit: Supports capital improvements to public transit infrastructure, such as bus services, transit stations, and equipment.
  - Application: Expands bus services, improves transit facilities and acquisition of low-emission buses, provides affordable and sustainable transportation options for residents while reducing road congestion.
10. Electric Vehicle Charging Infrastructure Program
  - Benefit: Invests in the development of a national EV charging network.
  - Application: Supports installation of EV charging stations along key corridors, supporting the transition to electric vehicles and reducing greenhouse gas emissions, while also contributing to local economic growth and sustainability.
11. Safe Streets and Roads for All Program
  - Benefit: Promotes initiatives to reduce roadway fatalities and serious injuries, supporting Vision Zero goals.
  - Application: Creates comprehensive safety plans, improves dangerous intersections, and implements traffic calming measures, helping to achieve the county's safety and mobility goals for both everyday and emergency scenarios.
13. Carbon Reduction Program
  - Benefit: Supports projects that reduce transportation-related greenhouse gas emissions.
  - Application: Develops alternative transportation projects like expanding bike lanes, enhancing public transit, and supporting the shift to electric vehicle infrastructure, contributing to the county's environmental and sustainability goals.

For those programs that align with regional needs, EDCTC and partner agencies can plan for, secure funding, and invest in the transportation system. Investments will span all modes by improving road maintenance, boosting transit services, enhancing safety, reducing congestion, improving adaptation and resiliency to wildfire, and expanding active transportation options for pedestrians and cyclists.

### FEDERAL TRANSIT ADMINISTRATION (FTA)

The FTA provides financial assistance to develop new transit systems and improve, maintain, and operate existing transit networks. FTA oversees funding to state and local transit providers through regional FTA offices. The FTA programs include:

- Section 5307 – Urbanized Area Formula Grant Program  
Funds routine capital investments, including bus purchases and small transit system operating expenses. FTA funds are allocated annually to urbanized areas, as defined by the most current Census (2020), according to the formula based on population, a portion goes to areas under 200,000, and a portion goes to areas over 200,000 persons.
- Section 5310 – Elderly Persons and Persons with Disabilities Formula Program  
Provides funds for transit service and programs to serve the special needs of transit dependent populations and enhance mobility of seniors and persons with disabilities. Funds are allocated through a competitive process.
- Section 5311 – Rural Area Formula Program  
Funds transit services in rural areas with a population of less than 50,000 persons and for operating and capital grants for intercity facilities and services.
- Section 5337 – State of Good Repair  
This new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit system and high-intensity motor bus systems that use high-occupancy vehicle lanes. These funds reflect a commitment to ensuring transit operates safely, efficiently, reliably, and sustainably.

- **Section 5339 – Bus and Bus Facilities**

This program provides capital funding to replace and rehabilitate buses and related equipment. Funds are allocated both directly to transit agencies and distributed through a competitive process.

## LOCAL TRANSPORTATION REVENUE SOURCES

### LOCAL TRANSPORTATION FUND (LTF)

The Transportation Development Act (TDA) of 1971 added one-quarter percent to the statewide sales tax to fund transit services throughout the state. This funding, known as the Local Transportation Fund, is returned to the county of origin to use for the operation of the local transit system. The funds are administered by the regional transportation planning agency in accordance with TDA regulations. While the primary focus of the LTF is transit service, there are provisions for use of the funds for other transportation modes. For example, under Section 99233.3 of the TDA statute, regions may elect to set aside up to two percent of the LTF for pedestrian and bicycle projects. In regions with less than 500,000 in population, a portion of the funds may be used for street and road purposes upon completion of an annual unmet transit needs process.

### GAS TAX SUBVENTIONS

Gas tax revenues are distributed to cities and counties formulaically based on population and must be used for the maintenance of local streets and roads.

### TRANSIT FARES

Revenues generated by passenger fares on transit are used to help fund that transit system. Under the requirements of the TDA, fares must generate at least 10% of the operating revenue for rural transit systems and 20% for urban, or a blended recovery ratio for service that serves urban and rural areas.

### CALTRANS DISCRETIONARY PROGRAMS

The Federal Highway Administration administers discretionary programs through its various offices with the assistance of Caltrans. Discretionary programs represent special funding categories where Caltrans solicits candidates and selects projects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by law, by regulation, or administratively.

### LOCAL STREETS AND ROADS FUNDS

At the discretion of the Placerville City Council or El Dorado County Board of Supervisors, local transportation funding may be supplemented with City and County general funds, Traffic Impact Mitigation (TIM) fees, and revenues generated primarily from property and local sales taxes. Under state law, jurisdictions may impose fees on development that mitigate their impact on local services. One common TIM fee is for traffic generated by new developments along the existing transportation system. These fees must be supported by a traffic study that establishes a nexus between necessary roadway improvements and the additional demand created, as mandated by AB 1600. Given the high demand for these funds and their generally limited availability, general funds are not considered a reliable source of ongoing transportation revenue.

## STATE TRANSPORTATION REVENUE SOURCES

On April 6, 2017, the California Legislature approved the passage of the Road Repair and Accountability Act, better known as Senate Bill (SB) 1, which prioritizes the maintenance and rehabilitation of existing roads and bridges while also expanding investment in transit and active transportation. SB 1 expanded existing transportation programs and introduced new funding sources,

generating an estimated \$5.4 billion annually over the next decade and beyond. These revenues are derived from increases in fuel taxes and transportation-related fees dedicated to maintaining and improving California’s transportation system.

**CALIFORNIA FUEL TAXES AND FEES**

The state gas tax is comprised of two separate components, a base excise tax and a price-based excise tax. The first is a base excise tax of 30 cents per gallon, which included a 12-cent increase with the passage of SB 1. The second component is a price-based excise tax of 17.3 cents a gallon that is adjusted to inflation. The funds flow to cities and counties formulaically at 36% while the remaining 64% flows to the State Highway Account. The price-based excise tax is adjusted on an annual basis to reflect the equivalent of the state sales tax on gasoline in the previous year. This portion of the gas tax is first used to backfill debt service on transportation bonds and the remaining amount is divided as follows: 44% to local roadways, 44% to new construction projects in the State Transportation Improvement Program (STIP), and 12% to the state highways maintenance and operations. Table 14-1 provides a summary of the programs funded through the state gas tax.

**GASOLINE TAXES**

The state currently has two excise taxes on each gallon of gasoline: a base tax and a variable “swap” tax.

- **Base Excise Tax:** SB 1 increased this tax by 12 cents for a total tax of 30 cents per gallon. SB 1 also put into place an annual adjustment for inflation.
- **Swap Excise Tax:** SB 1 eliminated the swap tax and replaced it with a fixed excise tax of 17.3 cents per gallon which is adjusted for inflation beginning July 1 every year.

**DIESEL TAXES**

California also collects revenue from excise and sales taxes on the sale of diesel fuel.

- **Excise Tax:** SB 1 increased this tax by 20 cents per gallon of diesel fuel for a total tax of 36 cents per gallon. SB 1 makes the rate fixed with an annual adjustment for inflation.
- **Diesel Swap Sales Tax:** SB 1 increased the diesel sales tax from 1.75 percent to 5.75 percent. In addition, state and local sales taxes on tangible goods that combined average 8.5 percent statewide also apply to diesel, with revenue from a rate of 4.75 percent funding transportation. Senate Bill 1 made no changes to this tax.

**TABLE 14-1: State Transportation Funding Programs**

Program	Description	Distribution Method
RMRA	Provides funds directly to the cities and counties in California for roadway projects and maintenance efforts	Formula
State Highway Operations and Protection Plan (SHOPP)	Provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges	Direct to Caltrans
Caltrans Local Assistance	Caltrans oversees more than \$1 billion in federal and state funding annually to over 600 cities, counties, and regional agencies. The program provides recipients with the opportunity to improve their transportation infrastructure or provide additional transportation services.	N/A
Active Transportation Program (ATP)	This program funds safe routes to school, pedestrian, bicycle, and trail projects. Created in response to the Federal Transportation Alternatives Program, the State’s ATP was created on September 26, 2013, with the passage of California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013).	Competitive

**TABLE 14-1: State Transportation Funding Programs (cont.)**

Program	Description	Distribution Method
State Transportation Improvement Program (STIP)	Funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and Regional Transportation Planning Agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees	Formula
Solutions for Congested Corridors Program	Provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Competitive
Trade Corridor Enhancement Program	Provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume	Competitive
Local Partnership Program	Provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.	Formula (Self Help)/Competitive
Local Transportation Climate Adaptation Program	Provides competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to changes in climate.	Competitive

**VEHICLE TAXES AND FEES**

**TRANSPORTATION IMPROVEMENT FEE:** SB 1 established a new Transportation Improvement Fee, collected annually with vehicle registration, to provide a dedicated revenue source for transportation improvements. The amount of the fee is based on the market value of the vehicle. Table 14-2 represents the rate schedule for this fee.

**TABLE 14-2: Transportation Improvement Fee Schedule**

Value of Vehicle	Annual Fee
\$0 to \$4,999	\$32
\$5,000 to \$24,999	\$65
\$25,000 to \$34,999	\$129
\$35,000 to \$59,999	\$194
\$60,000 and higher	\$227

**ZERO-EMISSION VEHICLE REGISTRATION FEE:** SB 1 also established a Road Improvement Fee for zero-emission vehicles (ZEV). Because ZEV owners do not contribute to fuel tax revenues, this annual registration fee was created to ensure they help fund the maintenance and improvement of the transportation network.

### STATEWIDE SALES TAX

Since the passage of the Transportation Development Act (TDA) in 1971, the state has dedicated 0.25% of the statewide sales and use tax to transportation programs. The sales tax in El Dorado County is 7.25% except for the City of Placerville which has a sales tax rate of 8.25%. The 0.25% sales tax goes into the Local Transportation Fund (LTF) which is distributed back to counties on a population basis. The primary purpose of these funds is to support public transit, with the option of using funds for bikeways, rail, and streets and roads when certain criteria have been met. For rural and urbanizing counties such as El Dorado County, this means that all unmet transit needs that are reasonable to meet, as defined by law, must first be addressed before LTF revenues can be allocated to other purposes. LTF revenues are distributed to the cities and county on a population basis annually. In addition to the 0.25% sales tax on purchases, a separate 13% sales tax is levied against the sales of diesel fuel. Of this amount, 4.75% is deposited into the Public Transportation account while the remaining 1.75% is directed to the State Transit Assistance account. Together, the accounts provide funding for public transit and passenger rail services statewide. Table 14-3 summarizes these programs.

**TABLE 14-3: State Programs Funded with State Sales Tax**

Local Transportation Fund (LTF)	Funding directed to Regional Transportation Planning Agencies to perform long-range planning, implement bus transit, passenger rail, bikeways, and streets and roads projects.
Public Transportation Account	50% of funding is directed to state transit programs (e.g., intercity passenger rail and feeder bus program), 25% to Regional Transportation Planning Agencies for transit purposes, and 25% to public bus and passenger rail operators in the state.
State Transit Assistance	Funding directed Regional Transportation Planning Agencies, public bus, and passenger rail operators in the state

### FINANCIAL ASSUMPTIONS

EDCTC works directly with SACOG and local jurisdictions to establish the financial assumptions used to develop the revenue estimates for this plan. SACOG prepared the regional revenue forecasts as part of the Draft 2025 Blueprint Metropolitan Transportation Plan Sustainable Communities Strategy (MTP/SCS). Developing the revenue forecasts involves establishing the regional assumptions for the anticipated federal, state, and local transportation revenues that may be realized during the planning horizon of 2025-2045. This effort includes calculating the share of federal and state revenues that come to the Sacramento Region and the share which is allocated to El Dorado County. Calculations were based upon the 2025 MTP/SCS, historical precedence, and the federal and state formulaic distribution mandates under the currently approved transportation legislation. In late 2024, EDCTC approved the Draft Financial Forecast for the RTP 2025-2045. This forecast included a 50% reduction from the SACOG projections for federal and state competitive grant funding. EDCTC determined this reduction was necessary given the state and federal shift away from investments in traditional transportation projects, which comprise much of the RTP 2025-2045.

### ESTIMATED REVENUE

Preparing forecasts of anticipated transportation revenues is a challenging task due to the ever-changing transportation funding picture in California and Nationwide. A key task in the preparation of a long-range transportation funding strategy is an assessment of revenue likely available from existing federal, state, and local sources. The revenue forecasts prepared for the Regional Transportation Plan were developed through a collaboration between EDCTC and each of the partner agencies including SACOG, Caltrans, the City of Placerville, El Dorado County, and El Dorado Transit. Funding for projects across all modes generated through federal, state, and local sources is summarized in Table 14-4 which illustrates the estimated funding forecasts for years 2025 through 2045.

**TABLE 14-4: Estimated Funding Revenues 2025-2045** (Dollars Adjusted for Inflation to 2045 in Millions)

Funding	Applicable Uses	Short Term 2025-2035	Long Term 2036-2045	Total
<b>Federal Programs</b>				
CMAQ	Highways, Roads, Transit, ATP, TDM, TCM	\$21,215,481	\$25,203,432	\$46,418,913
STBG - Urban	Highways, Roads, Transit, ATP, TDM, TCM	\$30,773,053	\$36,573,123	\$67,346,176
Federal Competitive Programs	All Modes	\$9,445,000	\$11,120,000	\$20,565,000
<b>State Programs</b>				
STIP/ITIP	Highways and roads	\$10,761,543	\$8,972,000	\$19,733,543
Road Maintenance and Rehabilitation Account	Road Maintenance	\$61,331,332	\$74,824,225	\$136,155,557
EDCTC STBG Exchange	Roads	\$9,763,933	\$9,763,933	\$19,527,865
County Direct STBG Exchange	Roads	\$4,591,640	\$4,591,640	\$9,183,280
<b>Senate Bill 1 Competitive State Programs</b>				
Active Transportation Program	Bicycle and pedestrian improvements	\$12,952,273	\$12,952,273	\$25,904,545
Local Partnership Program	Roads	\$4,564,285	\$4,564,285	\$9,128,570
<b>Transit Funding</b>				
STA (99313&99314)	Transit	\$16,797,963	\$13,886,930	\$30,684,893
STA State of Good Repair	Transit	\$2,843,767	\$2,350,951	\$5,194,718
SB 125 TIRCP	Transit	\$18,193,898	\$0	\$18,193,898
SB 125 ZETCP	Transit	\$2,607,216	\$0	\$2,607,216
FTA 5307 Urbanized Area Formula	Transit	\$2,990,000	\$3,200,000	\$6,190,000
FTA 5311/5340 Rural Assistance Program	Transit	\$9,052,386	\$10,758,731	\$19,811,117
FTA 5309 c Bus Allocations	Transit	\$5,100,000	\$7,700,000	\$12,800,000
Freeway Service Patrol	TDM	\$1,100,000	\$1,100,000	\$2,200,000
<b>Local Programs</b>				
LTF	Transit, Highways, and Roads	\$45,609,170	\$62,712,600	\$108,321,770
Local Streets and Roads TIM and MC&FP	Roads	\$162,101,527	\$186,767,230	\$348,868,757
City of Placerville ½ Cent Sales Tax (Sunsets March 31, 2037)	Roads	\$38,624,373	\$4,291,597	\$42,915,970
<b>Total</b>		<b>\$470,418,840</b>	<b>\$481,332,950</b>	<b>\$951,751,788</b>

Source: SACOG Blueprint 2025 Forecast

Source: El Dorado County CIP and City of Placerville CIP

**SUMMARY OF EXPENDITURES**

Transportation project cost estimates identified in the Action Element of the 2025-2045 Regional Transportation Plan total over \$951 million. This amount includes all projects listed in both the short-term and long-term action plans as well as the fiscally unconstrained list. Table 14-5 shows the estimated cost for both the short-term and long-term action plans for each transportation mode. This table is included to illustrate the magnitude of funding needed to enhance and maintain the entire transportation system.

**TABLE 14-5: Cost Estimates 2025-2045 Regional Transportation Plan**

Transportation Mode	Short-Term Action Plan 2025-2035 (Nominal* Dollars)	Long-Term Action Plan 2036-2045 (Nominal* Dollars)
Road and Highway Capacity	\$47,536,000	\$233,333,900
Maintenance and Rehabilitation	\$93,634,988	\$102,920,000
Transit	\$161,869,644	\$103,947,780
Active Transportation	\$56,638,168	\$59,372,000
System Management, Operations, and ITS	\$52,212,239	\$35,859,200
<b>Total</b>	<b>\$411,891,039</b>	<b>\$535,432,880</b>

\*Nominal dollars include real dollars plus inflation

**COMPARISON OF EXPENDITURES TO REVENUE**

Projected expenditures for the 2025-2045 Regional Transportation Plan (RTP) must be constrained within the anticipated revenues. Table 14-6 compares the short-term and long-term action plans for each mode with forecasted revenues over the 2025-2045 period. The table reflects a nominal surplus in both the short- and long-term planning horizons, indicating that reasonably available revenues are expected to be sufficient to fund programmed and planned improvements throughout the planning period.

In accordance with the 2024 California RTP Guidelines, all project cost estimates are expressed in year-of-expenditure (YOE) dollars where completion year estimates are available. For projects without identified completion years, SACOG’s annual inflation factors were applied to develop YOE costs. All YOE cost estimates were adjusted to align with SACOG’s financial forecast assumptions.

**TABLE 14-6: Expenditure Estimates and Estimated Revenue Comparison (Dollars Adjusted for Inflation to 2045 in Millions)**

Transportation Mode 2025-2045	Nominal Dollars
Total Expenditures*	\$947,323,919
Total Estimated Revenues	\$951,751,788

\*Excluding fully funded projects and those outside the jurisdiction of EDCTC

Source: SACOG Blueprint 2045 Forecast

**CONCLUSIONS**

Based on the preceding revenue and expenditure analysis, the West Slope of El Dorado County anticipates sufficient funding to implement the projects identified in the fiscally constrained action plan of this RTP. However, funding availability is expected to fluctuate over the life of this plan and will be reevaluated in the 2030 update. The revenue forecast relies on continued dedication of local funds to transportation purposes.

Through the 2045 horizon, some planned transportation investments may need to be scaled back, phased, or even deferred beyond 2045. To address future infrastructure needs and maintain implementation of planned improvements, new funding mechanisms and innovative fiscal management strategies will likely need to be explored.

**INFORMATION ITEM****STAFF REPORT**

**DATE:** OCTOBER 2, 2025  
**TO:** EL DORADO COUNTY TRANSPORTATION COMMISSION  
**FROM:** SHANNON THAGGARD, ASSOCIATE TRANSPORTATION PLANNER  
**SUBJECT:** 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

---

**REQUESTED ACTION**

None. This item is for information only.

**BACKGROUND**

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission (CTC) for the future allocations of state transportation funds. These funds support state highway improvements, intercity rail, regional highway, bicycle, pedestrian, and transit improvements. The five-year 2026 STIP cycle begins in Fiscal Year (FY) 2026/27 and extends through FY 2030/31. The regional agency element of the STIP is referred to as the Regional Transportation Improvement Program (RTIP).

As the Regional Transportation Planning Agency for the western slope of El Dorado County, the El Dorado County Transportation Commission (EDCTC) is required by state law to adopt an RTIP every two years. The proposed RTIP is scheduled for approval by the EDCTC Board at its November 2025 meeting and must be submitted to the CTC by December 15, 2025. Upon adoption by the CTC, EDCTC's RTIP represents western El Dorado County's portion of the larger statewide STIP.

The projects proposed for inclusion in EDCTC's 2026 RTIP are drawn from public processes and approvals of EDCTC's 2020 Regional Transportation Plan, SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy, Caltrans' planning documents, and the Capital Improvement Programs of the City of Placerville, County of El Dorado, and El Dorado Transit Authority. Attachments A and B represent the Draft RTIP Fact Sheet and submittal document respectively.

**EDCTC 2024 RTIP Funding**

On August 16, 2023, the CTC approved the 2024 STIP Fund Estimate, which included an estimate of county and interregional shares across the state. Based on this fund estimate, EDCTC's estimated STIP share at the end of the five-year 2024 STIP cycle is \$11,135,000. However, in accordance with Streets and Highways Code Section 188.8(j), the 2024 STIP Guidelines authorize a region for a county with a population with less than one million to ask the CTC to advance an amount beyond its county share with the caveat that any amount proposed beyond the region's STIP share target depends on the availability of the STIP's program capacity.

Following consultation with the City of Placerville, El Dorado County, and El Dorado Transit Authority to identify regionally significant projects, EDCTC staff proposes advancing EDCTC's STIP share to FY 2031/32 for a STIP programming capacity of \$31,427,500. This advancement supports programming of STIP funding to the following three projects:

1. Program \$14,930,000 of 2024 STIP funds to the El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
2. Program \$12,497,500 of 2024 STIP funds to the US 50 Ponderosa Interchange Phase 1A, North Shingle Road

3. Program \$4,000,000 of 2024 STIP funds to the Western Placerville Interchanges Phase 2.3, Westbound Off-Ramp

As stated previously, any amount of STIP funding proposed beyond EDCTC’s 2024 STIP target of \$11,135,000 depends on the availability of the STIP’s program capacity. Therefore, if the CTC is unable to accommodate EDCTC’s request to advance its STIP share by the requested amount, the three projects proposed above are listed in order of programming priority, as agreed to by the City of Placerville and El Dorado County.

**Planning, Programming, and Monitoring (PPM)**

The EDCTC 2024 RTIP included the following programming of Planning, Programming, and Monitoring (PPM) funds over the five fiscal years of the 2024 STIP cycle:

EDCTC PPM Programming – 2024 RTIP				
2024-25	2025-26	2026-27	2027-28	2028-29
\$108,000	108,000	108,000	\$107,000	\$99,000

**EDCTC 2026 RTIP Funding**

On August 14, 2025, the CTC approved the 2026 STIP Fund Estimate, which included updated estimates of county and interregional shares across the state. Based on this estimate, EDCTC’s STIP share in FY 2025/26 at the end of the 2026 STIP cycle includes the previously approved \$31,427,500 advance from the 2024 STIP.

For the 2026 STIP, EDCTC staff recommends maintaining these existing programming levels for all three projects.

- El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- US 50 Ponderosa Interchange Phase 1A, North Shingle Project
- Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

**Planning, Programming, and Monitoring (PPM)**

Like other Regional Transportation Planning Agencies in California, EDCTC utilizes PPM funds to support work elements in its Overall Work Program. The EDCTC 2026 RTIP includes the following programming of PPM funds over the five fiscal years of the 2026 STIP cycle:

EDCTC PPM Programming – 2026 RTIP				
2026-27	2027-28	2028-29	2029-30	2030-31
\$108,000	\$107,000	\$99,000	\$66,000	\$66,000

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: EDCTC Draft 2026 STIP Fact Sheet  
 Attachment B: EDCTC Draft 2026 RTIP

# El Dorado County Transportation Commission 2026 State Transportation Improvement Program (STIP) Fact Sheet<sup>1</sup>

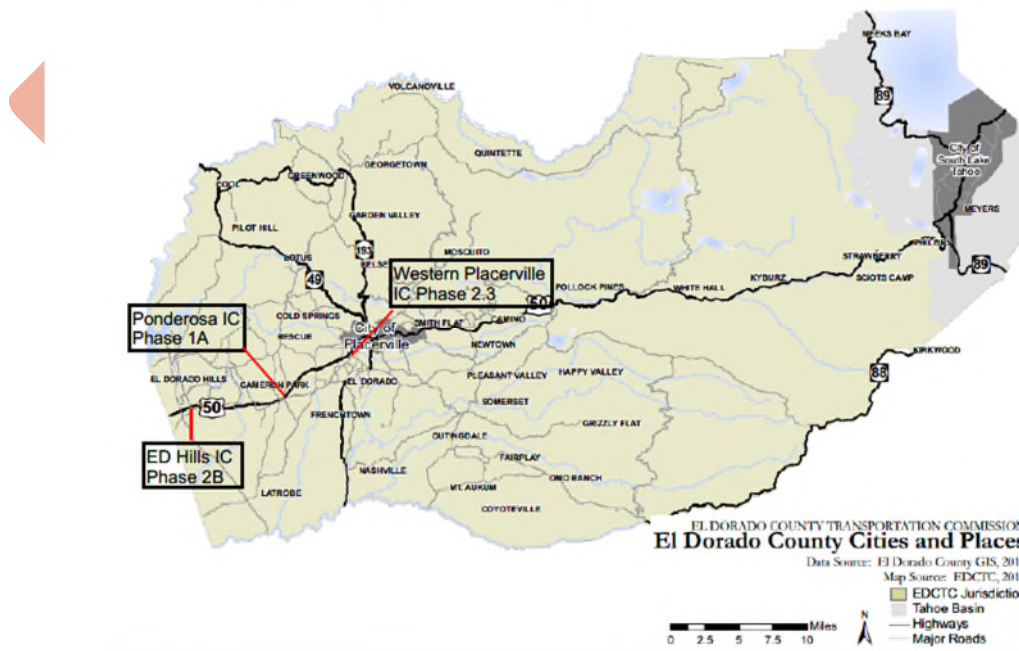
## Executive Summary

The El Dorado County Transportation Commission’s (EDCTC) target share per the STIP Fund Estimate at the end of the five-year 2026 STIP in FY 2030/31 includes the \$31,427,500 advance from the 2024 STIP and the 5% PPM Limitation of \$446,000.

For the 2024 STIP, in accordance with Streets and Highways Code Section 188.8(j), an advance was requested. EDCTC was fortunate to have the CTC’s approval to advance more than its formula share of RTIP funds. Therefore, EDCTC’s STIP share was advanced to FY 2030/31 for a STIP programming capacity of \$31,427,500 to program STIP funding to several projects in the region. For the 2026 STIP, EDCTC Staff recommends maintaining the existing programming levels for the following projects:

- El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B (Construction complete: FY 2027-28)
- US 50 Ponderosa Interchange Phase 1A, North Shingle Project (Construction complete FY 2029-30)
- Western Placerville Interchanges Phase 2.3, Westbound Off Ramp (Completion Dates: Environmental Clearance/NEPA – March 2028; ROW Certification – August 2031; RTL/100% PS&E – October 2031)

## Project Map



<sup>1</sup> The fact sheet (one- or two-page) will be posted on the Commission’s website and must comply with state and federal web accessibility laws and standards.

**Benefits**

*A summary of the most significant benefits the proposed RTIP will provide to the region.*

EDCTC's proposed 2026 RTIP will provide significant safety, environmental, equity, and economic benefits to the region. Safety benefits include operational improvements on the US 50 corridor between El Dorado Hills and the City of Placerville, including improved bicycle and pedestrian facilities and access to transit at all three interchange projects. Enhancing mobility and goods movement on US 50 provides economic benefits to the region through improved access to businesses and commercial corridors adjacent to each interchange. Improved travel time reliability and better access to transit and alternative modes of transportation address equity by providing all users with fair access to the transportation system. Reducing congestion and encouraging mode shift with improved bicycle and pedestrian facilities and access to transit benefits the environment by reducing GHG emissions.

**Goals and Objectives**

*A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy.*

The first goal of the El Dorado County 2020-2040 RTP is integrating land use and transportation planning to create a transportation system that supports the needs of the system user, enhances the economy, and preserves the environment. EDCTC's RTIP advances that goal by providing operational improvements that respond to current and projected traffic operations on US 50 and the local roadway system to provide a transportation system that will meet the needs of current and future users. It enhances the economy by improving operations, travel time reliability, and accessibility to commercial corridors and businesses, and protects the environment by reducing congestion and GHG emissions. The RTIP also advances the RTP goal of optimizing the regionally significant roadway system by providing operational improvements that support increased throughput on US 50 and the local roadway network, improve safety and operations at each interchange, and improve multi-modal mobility by enhancing access to bicycle and pedestrian facilities and transit. The RTIP supports implementation of the El Dorado County Active Transportation Plan by providing bicycle and pedestrian facilities identified in the plan. As the Regional Transportation Planning Agency within the SACOG region, EDCTC is not subject to the requirements for the development of a Sustainable Communities Strategy. Consequently, EDCTC relies on the SACOG MTP/SCS to perform regional air quality conformity analysis and determination as required by SB 375.

EDCTC's RTIP aligns with the State's climate change and equity goals, including the Climate Action Plan for Transportation Infrastructure, by investing in the state highway system and completing long planned for improvements that will help combat and adapt to climate change and support equity in transportation by providing equal access to all modes of transportation. The RTIP's operational improvements on US 50 will aid transit's post-Covid recovery by providing more direct access to park-and-ride facilities along the corridor and by improving the on-time performance of local and commuter buses, making transit a more attractive transportation alternative. The RTIP's operational improvements to three interchanges on the US 50 corridor will position US 50 in El Dorado County to be a part of the greater Sacramento region's plans to utilize VMT reduction strategies including managed lanes, bus-rapid-transit, and other emerging technologies to combat climate change while enhancing adaptation, resiliency, and evacuation preparedness through equitable operational improvements.



## **2026 Regional Transportation Improvement Program (RTIP)**

November 6, 2025

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

**INSERT COVER LETTER**

DRAFT

# 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

## Table of Contents

	<u>Page Number</u>
<b><u>Cover Letter</u></b>	
<b>A. <u>Overview and Schedule</u></b>	
Section 1. Executive Summary	1
Section 2. General Information	1
Section 3. Background of Regional Transportation Improvement Program (RTIP)	2
Section 4. Completion of Prior RTIP Projects	3
Section 5. RTIP Outreach and Participation	4
<b>B. <u>2026 STIP Regional Funding Request</u></b>	
Section 6. 2026 STIP Regional Share and Request for Programming	10
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects	11
Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs.	13
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor	13
Section 10. Highways to Boulevards Conversion Pilot Program	14
Section 11. Complete Streets Consideration	14
<b>C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u></b>	
Section 12. Regional Level Performance Evaluation	15
Section 13. Regional and Statewide Benefits of RTIP	18
<b>D. <u>Performance and Effectiveness of RTIP</u></b>	
Section 14. Evaluation of the Cost Effectiveness of RTIP	19
Section 15. Project Specific Evaluation	22
<b>E. <u>Detailed Project Information</u></b>	
Section 16. Overview of Projects Programmed with RIP Funding	23
<b>F. <u>Appendices</u></b>	
Section 17. Project Programming Request (PPR) Forms	
Section 18. Board Resolution or Documentation of 2026 RTIP Approval	
Section 19. Fact Sheet	
Section 20. Documentation on Coordination with Caltrans District (Optional)	
Section 21. Detailed Project Programming Summary Table (Optional)	
Section 22. Alternative Delivery Methods (Optional)	
Section 23. Additional Appendices (Optional)	

**This page is left blank.**

DRAFT

# **A. Overview and Schedule**

## **Section 1. Executive Summary**

Insert executive summary narrative in the text field below.

The 2026 Regional Transportation Improvement Program (RTIP) for El Dorado County covering FY 2026/27 through FY 2030/31 was prepared by the El Dorado County Transportation Commission (EDCTC). On August 14, 2025, the California Transportation Commission (CTC) approved the 2026 STIP Fund Estimate, which included an estimate of county and interregional shares across the state. Based on the fund estimate, EDCTC's estimated STIP share at the end of the five-year 2026 STIP in FY 2030/31 EDCTC's includes the \$31,427,500 advance from the 2024 STIP.

For the 2024 STIP, in accordance with Streets and Highways Code Section 188.8(j), an advance was requested. EDCTC was fortunate to have the CTC's approval to advance more than its formula share of RTIP funds. Therefore, EDCTC's STIP share was advanced to FY 2031/32 for a STIP programming capacity of \$31,427,500 to program STIP funding to several projects in the region. In 2024, EDCTC programmed the following projects with RTIP funds:

- Program \$14,930,000 of 2024 STIP funds to the El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- Program \$12,497,500 of 2024 STIP funds to the US 50 Ponderosa Interchange Phase 1A, North Shingle
- Program \$4,000,000 of 2024 STIP funds to the Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

For the 2026 STIP, EDCTC supports maintaining the existing programming levels for the following projects:

- El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- US 50 Ponderosa Interchange Phase 1A, North Shingle Project
- Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

No additional funding is being requested, only funding previously programmed to ensure the projects remain on schedule for completion.

Programming of "Planning, Programming, and Monitoring" funds is vital to EDCTC as the funds are utilized to implement and update the Regional Transportation Plan, monitor project delivery in the region, and execute the Overall Work Program. EDCTC's 2026 RTIP includes programming of \$446,000 of Planning, Programming, and Monitoring (PPM) funds over the five years of the 2026 STIP cycle.

## **Section 2. General Information**

Insert contact information in the text fields below.

- **Regional Agency Name**  
El Dorado County Transportation Commission

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

**Regional Agency Website Link:** <https://www.edctc.org>

**RTIP document link:** <https://www.edctc.org/draft-2026-regional-transportation-improvement-program-rtip>

**RTP link:** <https://www.edctc.org/regional-transportation-plan-2025-20450.pdf>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Woodrow Deloria  
Title Executive Director  
Email [wdeloria@edctc.org](mailto:wdeloria@edctc.org)  
Telephone 530-642-5260

- **RTIP Manager Staff Contact Information**

Name Shannon Thaggard  
Title Associate Transportation Planner  
Address 2828 Easy Street, Suite 1  
City/State Placerville, CA  
Zip Code 95667  
Email [sthaggard@edctc.org](mailto:sthaggard@edctc.org)  
Telephone 530-642-5260

- **California Department of Transportation Headquarter Staff Contact Information**

Name Sudha Kodali  
Title Chief, Division of Financial Programming  
Address Department of Transportation. Mail Station 82. P.O. Box 942874  
City/State Sacramento, CA  
Zip Code 94274  
Email [sudha.kodali@dot.ca.gov](mailto:sudha.kodali@dot.ca.gov)  
Telephone 916-216-2630

- **California Transportation Commission (CTC) Staff Contact Information**

Name Kacey Ruggiero  
Title Assistant Deputy Director  
Address 1120 N Street  
City/State Sacramento, CA  
Zip Code 95814  
Email [Kacey.Ruggiero@catc.ca.gov](mailto:Kacey.Ruggiero@catc.ca.gov)  
Telephone 916-707-1388

### **Section 3. Background of Regional Transportation Improvement Program (RTIP)**

- A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of multi-modal transportation investments that a region plans to deliver with State and Federal funding programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-year period. The RTP is fiscally constrained based on all reasonably anticipated funding, including federal, state and local sources. Updated every 5 years, EDCTC develops each RTP through an extensive public participation process in the region that reflects the unique mobility, sustainability, and air quality needs of El Dorado County.

#### **B. Regional Agency's Historical and Current Approach to developing the RTIP**

The primary planning document guiding transportation investment priorities, and ultimately delivery, is the RTP, updated by EDCTC every five years in collaboration with partners and stakeholders. The RTP illustrates the regional transportation goals, objectives, policies, and performance measures within a fiscally constrained framework of short-term and long-term transportation investments. EDCTC staff works closely with the City of Placerville, El Dorado County, El Dorado Transit Authority, Shingle Springs Band of Miwok Indians, Caltrans, the El Dorado County Air District, Public Health, and the Sacramento Area Council of Governments (SACOG) in the development of the RTP. EDCTC also utilizes an RTP Advisory Committee that includes representatives from the agritourism industry, transit advisory group, local police and fire, building industry, youth, Chambers of Commerce, Cameron Park and El Dorado Hills CSD's, El Dorado County Taxpayers Association, Department of Education, Tahoe Transportation District, Tahoe Regional Planning Agency, airports, pedestrian and bicycle advocates, elderly and disadvantaged, El Dorado Community Foundation, County Parks and Trails, and the trucking industry. In preparation for each RTIP cycle, EDCTC collaborates with these partner agencies and stakeholder groups to do the outreach necessary to prioritize and select projects included within the RTP for consideration in the RTIP. The effort includes numerous public hearings held during RTP updates, public meetings held during the development of a project selected for the RTIP, as well as the public forum held during the Draft 2026 RTIP presentation to the EDCTC Board and the Public Hearing held during the adoption of the Final 2026 RTIP by the EDCTC Board. It often takes many years to develop a project from the conceptual planning phase to delivery. Therefore, many projects included in EDCTC's previous and current RTIP have been part of an ongoing planning process as outlined above, sometimes dating back over multiple RTP cycles.

#### **Section 4. Completion of Prior RTIP Projects (Required per Section 78)**

In its 2022 RTIP, EDCTC requested \$874,084 of state-only COVID Relief STIP funding for the US 50 / El Dorado Hills Boulevard Interchange Improvements Phase 2B. The requested funding was subsequently programmed to the project by the CTC in the 2022 STIP. The funding was to complete environmental documentation and PS&E to position the project to be ready for construction funding in the 2024 RTIP. Environmental documentation is scheduled to be completed in January 2024 as an addendum to the existing EIR already cleared for NEPA and

CEQA. PS&E (100% design) will be completed by February 2025 and the project is scheduled to be Ready to List (RTL) in spring 2025.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
US 50/El Dorado Hills Boulevard Interchange Improvements Phase 2B	The project improves the eastbound US Highway 50 on and off-ramps and widens Latrobe Road and El Dorado Hill Boulevard.	On US Route 50 in El Dorado Hills from PM 0.7 to PM 1.1. Construct the remaining ultimate improvements to the eastbound on and off-ramps at the El Dorado Hills Blvd./ Latrobe Road Interchange.

**Section 5. RTIP Outreach and Participation**

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

**A. RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
Caltrans Presents draft Fund Estimate	June 26-27, 2025
CTC presents draft STIP Guidelines	June 26-27, 2025
STIP Guidelines and Fund Estimate workshop	July 22, 2025
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State highway needs	September 15, 2025
EDCTC Technical Advisory Committee Review Draft 2026 RTIP	September 22, 2025
EDCTC Approves Draft 2024 RTIP	October 2, 2025
Caltrans submits draft ITIP	October 15, 2025
EDCTC Technical Advisory Committee Review Final 2026 RTIP	October 27, 2025
CTC ITIP hearing, North	October 30, 2025
EDCTC Adopts 2026 RTIP	November 6, 2025
CTC ITIP hearing, South	November 7, 2025
Regions submit RTIPs	December 15, 2025
Caltrans submits final ITIP	December 15, 2025
CTC STIP hearing, North	January 28, 2026
CTC STIP hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC adopts STIP	March 19-20, 2026

**B. Community Engagement**

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

The following sections describe community engagement conducted during the Regional Transportation Plan, the development of all three projects included in EDCTC's 2024 RTIP, and community engagement conducted for the 2026 RTIP.

**2026 RTIP Community Engagement:** EDCTC followed the same process outlined in the historical RTIP process discussed in Section 3.B of this template. The three projects included in the 2026 RTIP were vetted through a public and stakeholder process. The projects were prioritized and selected through the EDCTC Technical Advisory Committee, public and stakeholder input, and agency consultation, including with Caltrans. The 2010, 2015, and 2020 RTP's contain all three projects and involved the City of Placerville, El Dorado County, El Dorado Transit, Shingle Springs Band of Miwok Indians, Caltrans, the Air District, El Dorado County Public Health, and SACOG in outreach efforts that informed the development of the 2026 RTIP. EDCTC also utilizes an RTP Advisory Committee that includes representatives from the agritourism industry, transit advisory group, police and fire, building, youth, education, airports, Chamber of Commerce, Cameron Park CSD, El Dorado Hills CSD, County Taxpayers Association, Tahoe Transportation District, Tahoe Metropolitan Planning Organization, pedestrian and bicycle advocates, S.A.G.E., El Dorado County Senior Services, El Dorado Community Foundation, County Parks and Trails, and the trucking industry.

In preparation for each RTIP cycle, EDCTC staff reaches out to partner agencies and groups involved in the RTP Advisory Committee to prioritize projects included in the current 2024 RTP for consideration in the 2026 RTIP. This effort has included numerous public hearings held during RTP update as well as public forum during Draft 2026 RTIP presentation to the EDCTC Board. EDCTC staff worked very closely with Caltrans, the City of Placerville, and El Dorado County staff to prioritize and select the 2026 RTIP projects for consideration by the public and approval of the EDCTC Board.

Once implemented, the collective operational benefits of the three projects in EDCTC's 2026 RTIP include improved freeway access and enhanced goods movement along the US 50 corridor in El Dorado County, reduced freeway and interchange congestion, enhanced safety and traffic operations at all three interchanges, improved local business access in proximity to all three projects, improved bicycle and pedestrian access through all three interchanges, improved transit access to and from US 50, improved travel time reliability, reduced GHG emissions due to reduced congestion at all three interchanges and the provision of new and improved bicycle and pedestrian facilities and access to transit, and enhanced climate adaptation, resiliency, and evacuation preparedness.

Potential negative impacts of the three projects include: construction activities resulting in short-term construction vehicle, reactive organic gas and fugitive dust emissions that could affect local air quality. To mitigate that impact contractors will implement dust control measures and construction vehicle emission reduction strategies during construction; visual quality in the project areas could be impacted through increased pavement and the removal of trees, including oak woodlands, which could be mitigated through traffic control measures and payment into Oak Woodland Mitigation funds and avoidance of visual impacts or other

measures. The mitigation measures listed above were developed during community engagement during environmental documentation for each of the three projects.

**RTP 2020-2040 Community Engagement:** The El Dorado County Transportation Commission is the RTPA for El Dorado County, except for that portion of the County within the Tahoe Basin, which is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). One of the fundamental responsibilities which results from this designation is the preparation of the County's Regional Transportation Plan (RTP). Development of the 2020-2040 RTP involved a wide range of interested parties, including the business community, community groups including disadvantaged communities, walking and bicycling representatives, public health departments and public health non-governmental organizations, environmental organizations, the Native American community, neighboring RTPAs, and the general public through a proactive public participation process. It also included public participation and input from the following EDCTC advisory committees: RTP Advisory Committee that included representatives from local jurisdictions, communities, transit operators, tribal governments, bicycle groups, pedestrian advocates, environmental groups, and social service agencies; Policy Advisory Team provided input to the EDCTC Executive Director and Board on policy-level issues related to financing, land use, and intergovernmental cooperation; Technical Advisory Committee made up of EDCTC's regional agency planning partners to provide technical assistance on identification of projects; Social Services Transportation Advisory Council provided input from a diverse group of persons representing senior, disabled, and limited means populations, as well as commuters; Active Transportation Stakeholder Advisory Committee provided input on bicycle and pedestrian issues with a focus on improving Active Transportation throughout El Dorado County as well as improving access and safety for bicyclists; and consultation with the Shingle Springs Rancheria, located in El Dorado County and home to the Shingle Springs Band of Miwok Indians. The 2020-2040 RTP also actively encouraged public comment at publicly noticed RTP workshops and at the noticed public hearing that took place prior to the adoption of the RTP by the EDCTC Board. During outreach for the 2020-2040 RTP, the following comments and concerns about transportation in El Dorado County were almost unanimously raised: Congestion on US 50, congestion at US 50 interchanges, including the El Dorado Hills Boulevard Interchange and Ponderosa Road Interchange, the fact that the El Dorado Hills Interchange is a barrier to pedestrians and bicyclists, weekend congestion due to fall agritourism traffic, the need to increase safety and mobility for all users of the transportation system, and the need to reduce emissions due to congestion.

**US 50/ El Dorado Hills Boulevard Interchange Operational Improvements Project Phase 2B Community Engagement:** Community engagement for the El Dorado Hills Boulevard Interchange extends back almost thirty years, beginning with the development of the overall Project Report that started in 1995 and was approved in June 2000. Community engagement efforts for the Project Report included public meetings on October 24, 1995, December 12, 1995, and January 1, 1997. Community engagement continued during the development of the 1999 Draft EIR and the 2000 Final EIR with most of the community comments coming from residents and businesses located along Saratoga Way in the northwest quadrant of the overall

project, which is on the opposite side of the interchange from the Phase 2B project proposed for 2026 STIP funding. The community expressed concerns about visual and noise impacts in the northwest quadrant, and those impacts were mitigated by construction of a sound barrier along the southern and eastern property lines of the residences located in the northwest quadrant of the interchange. In a subsequent addendum to the EIR, the overall interchange project was phased, with replacement of the overcrossing bridge and ramp and intersection improvements of the northwest, northeast, and southwest quadrants completed in the first phases of the project, leaving the current Phase 2B project as the final phase to construct the remaining eastbound on- and off-ramp improvements to complete the ultimate interchange project defined in the Final EIR. Potential negative impacts of Phase 2B identified in the EIR and their mitigation measures include: Impact 4.1: Exposure of residents to noise from project construction with the mitigation measure of employing noise-reduction construction measures; Impact 11.2: Loss of perennial drainages and wildlife habitat with the mitigation measure avoiding disturbance of drainages and wetland and riparian vegetation and minimizing impacts to perennial drainages; and the impact of the temporary generation of emissions from construction of the project with the mitigation measure to reduce to less than significant after compliance with El Dorado County's construction measures. The mitigation measures were developed in cooperation with the community and in response to comments during development of the Draft and Final EIR. Project benefits include improved freeway access and enhanced goods movement along the US 50 corridor and the Sacramento region, reduced freeway and interchange congestion, enhanced safety and traffic operations, improved local business access along El Dorado Hills Boulevard and Latrobe Road, improved bicycle and pedestrian access through the US 50/El Dorado Hills-Latrobe Road Interchange, and improved transit access to and from US 50. The community most recently had opportunities to provide comment on Phase 2B at the November 2, 2023, EDCTC Board meeting to review the Draft 2024 RTIP, during the noticed Public Hearing at the December 7, 2023, EDCTC Board meeting to approve the 2024 RTIP, and at the December 13, 2023, El Dorado Hills Area Planning Advisory Committee (APAC) meeting where El Dorado County Department of Transportation presented the project to the APAC committee and public for their review.

**US 50 / Ponderosa Interchange Operational Improvements Project Phase 1A Community**

**Engagement:** The US 50 / Ponderosa Road/South Shingle Springs Interchange Improvements Project is planned to be broken into three phases, with the US 50 / Ponderosa Interchange Phase 1A project being one of the first two phases (the US 50/Ponderosa Interchange Phase 1B project will be delivered at the same time using El Dorado County Traffic Impact Fee funds). The final phase involves widening the bridge over U.S. 50, and all three phases include improving bicycle and pedestrian facilities and access to transit on the north and south sides of the interchange. To date, the principal community engagement has taken place during environmental documentation, which included opportunities for public comment at several project presentations at the El Dorado County Board of Supervisors, at two public workshops on Wednesday, June 18, 2008, from 3:00 pm to 4:30 pm and a second from 5:00 pm to 7:00 pm, and at another public workshop on February 15, 2018, from 6:30 pm to 7:30 pm. Based on the master list of responses compiled from those meetings, many community comments expressed concern regarding access to the businesses in the project footprint. To address those concerns,

El Dorado County Department of Transportation is working to revise the project to provide any necessary turning movements for both access and egress to businesses in the project footprint. Several other comments expressed concern regarding traffic congestion, circulation, and safe access and egress to businesses, residences, and other facilities within the overall project footprint. Phase 1A will address those concerns by reducing congestion and improving safety and operations on North Shingle Road, Ponderosa Road, and on the westbound US 50 on-ramp. Individual comments about specific businesses and residences have been noted by county staff and further detailed analysis of access at those locations will be included in the final design process. Potential negative impacts include construction could temporarily impact traffic, could reduce visual quality in the project area through increased pavement and the removal of trees, could have short-term construction impacts to air quality, and impacts to oak woodlands in the project area. The loss of oak woodlands would be mitigated by payment into the County's Oak Woodland Mitigation fund, traffic control and mitigation measures would ensure that construction would not significantly impact traffic, and visual impacts could be mitigated by avoidance, minimization, and/or other mitigation measures. Project benefits include substantial present and future improvement in traffic operations and safety, reduced existing and future congestion resulting in a reduction of GHG emissions, significantly improved bicycle and pedestrian facilities, upgraded transit facilities providing improved transit access to and from US 50, and the project would not cause an adverse effect on any disadvantaged or low-income populations, improves travel time reliability and access to businesses, residences, and major destinations, including Ponderosa High School. The community will have at least two more opportunities to provide comments in the near future, first at the November 2, 2023, EDCTC Board meeting to review the Draft 2024 RTIP and then during the noticed Public Hearing at the December 7, 2023, EDCTC Board meeting to approve the 2024 RTIP. Additional opportunities for community engagement will follow as the Phase 1A project moves forward through PA&ED and PS&E.

### **Western Placerville Interchanges Operational Improvements Project Phase 2.3**

**Community Engagement:** Community engagement for the Western Placerville Interchanges (WPI) Phase 2.3 project began in the early 2000's as part of overall WPI Project Report (PR) and the three public meetings that were held during development of the PR on January 7, 2004, June 29, 2005, and October 21, 2005. Comments included locating WPI Phase 2.3 approximately 300 feet further west, but potential community impacts including roadway and driveway closures as well as geometric difficulties made that option infeasible. Additional community engagement accompanied the WPI Final EIR, with comments showing strong support for bicycle and pedestrian facilities through the entire Ray Lawyer Drive Interchange, including WPI Phases 2, 2.2, and 2.3 projects. The WPI Phase 2 project completed the eastbound US 50/Ray Lawyer Drive off-ramp and a new 150 space park-and-ride lot in 2019 and responded to the community's comments by replacing the existing Class III facility on Forni Road on the south side of the interchange with a barrier separated Class I bike path along Forni Road that closed the gap and connected two segments of the Class I El Dorado Trail, providing a direct bicycle and pedestrian connection to Main Street Placerville to the east and the town of El Dorado to the southwest. WPI Phase 2.2 constructed the eastbound US 50/Ray Lawyer Drive on-ramp and continued the improvements to the bicycle and pedestrian facilities at the

interchange. Phase 2.3 will construct the westbound US 50/Ray Lawyer Drive off-ramp, including completing improvements to the bicycle and pedestrian facilities on the north side of the interchange, as it is expected that consideration of bicycle and pedestrian facilities will be a key community comment given the positive community response to the Class I trail constructed as part of WPI Phase 2. WPI Phase 2.3 project benefits will include improved operations and safety on US 50 and at the Ray Lawyer Drive Interchange under long-term cumulative conditions, improved access to local business access along Ray Lawyer Drive and Placerville Drive, new multimodal improvements with the development of bicycle and pedestrian facilities and improved transit access to the new 150 space park-and-ride lot, and enhanced emergency response times, particularly when the City's new Public Safety Building that will co-house City Police and County Fire is constructed off of Ray Lawyer Drive within a quarter of a mile of the WPI Phase 2.3 project. And instead of disrupting community cohesion, the project will enhance community connectivity by providing multimodal access to desired destinations including the county government center, public library, local skate park, shopping, and affordable housing developments on Ray Lawyer Drive. Potential negative impacts and their mitigation measures include construction activities resulting in short-term construction vehicle, reactive organic gas and fugitive dust emissions that could affect local air quality. To mitigate that impact the City's contractors will implement dust control measures and construction vehicle emission reduction strategies during construction. Construction activities would require the removal of interior live oak habitat protected by the City of Placerville. To mitigate that the City shall avoid construction activities in the vicinity of interior live oak habitat, where feasible; however, where infeasible, the City shall replace oak trees at a 3:1 replacement-to-loss ratio. In the near term, the community will have at least two more opportunities to provide comment, first at the November 2, 2023, EDCTC Board meeting to review the Draft 2024 RTIP and then during the noticed Public Hearing at the December 7, 2023, EDCTC Board meeting to approve the 2024 RTIP. Once the WPI Phase 2.3 project begins environmental documentation, formal community engagement will begin with public meetings and noticed opportunities for public comment.

C. Consultation with Caltrans District (Required per Section 20)

Insert the Caltrans District Number in the text field below.

Caltrans District: 3

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

Caltrans serves as a partner member of the EDCTC Technical Advisory Committee which was involved in the selection of the three projects included in the EDCTC's 2026 RTIP. In addition to consultation that occurs during EDCTC's Technical Advisory Committee meetings, EDCTC has worked directly with Caltrans District 3 staff during the development of every RTIP, including the 2026 RTIP.

## **B. 2026 STIP Regional Funding Request**

### **Section 6. 2026 STIP Regional Share and Request for Programming**

#### **A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate**

Insert your agency's target share per the STIP Fund Estimate in the text field below.

EDCTC's county share per the STIP Fund Estimate at the end of the five-year 2026 STIP in FY 2030/31 includes the \$31,428,000 advance from the 2024 STIP and EDCTC's PPM Limitation of 5% is \$446,000 from FY 2026/27 through FY 2030/31.

For the 2024 STIP, in accordance with Streets and Highways Code Section 188.8(j), an advance was requested. EDCTC was fortunate to have the CTC's approval to advance more than its formula share of RTIP funds. Therefore, EDCTC's STIP share was advanced to FY 2031/32 for a STIP programming capacity of \$31,427,500 to program STIP funding to several projects in the region. The following projects were programmed in 2024 with RTIP funds:

- Program \$14,930,000 of 2024 STIP funds to the El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- Program \$12,497,500 of 2024 STIP funds to the US 50 Ponderosa Interchange Phase 1A, North Shingle
- Program \$4,000,000 of 2024 STIP funds to the Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

For the 2026 STIP, EDCTC supports maintaining the existing programming levels for the following projects:

- El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- US 50 Ponderosa Interchange Phase 1A, North Shingle Project
- Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

**B. Summary of Requested Programming** – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including "(APDE)" after the project name and location. Identify requests to advance future county shares for a larger project by including "(Advance)" after the project name and location.

Project Name and Location	Project Description	Requested RIP Amount
1. US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Project Phase 2B	The project improves the eastbound US Highway 50 on- and off-ramps, widens EI Dorado Hills Boulevard/Latrobe Road, and improves bicycle and pedestrian access.	\$14,930,000
2. US 50 Ponderosa Interchange Operational Improvements Project Phase 1A	Includes realignment of about ¼ mile of North Shingle Road, realignment of the westbound off-ramp, the potential realignment of the westbound on-ramp loop and improves bicycle and pedestrian access.	\$12,497,500
3. Western Placerville Interchanges Operational Improvements Project Phase 2.3	Constructs the westbound US Highway 50 off-ramp to Ray Lawyer Drive and improves bicycle and pedestrian access.	\$4,000,000
Planning, Programming, and Monitoring (PPM)	EDCTC utilizes Planning, Programming, and Monitoring (PPM) funds for work elements that support EDCTC's Overall Work Program (OWP).	5% PPM Limitation of \$446,000 from FY 2026-27 through FY 2030-31)

DRAFT

**Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

**US 50/EI Dorado Hill Boulevard Interchange Operational Improvements – Phase 2B:** Fund Source 1 is \$874,084 of state-only 2022 Covid Relief STIP funds programmed for PS&E. Fund Source 2 is \$4,576,132 of Traffic Impact Fee (TIF) - Zone C funds. **US 50/Ponderosa Rd. Interchange Operational Improvements Phase 1A:** \$250,000 in STBG programmed by EDCTC. Fund Source 1 is \$7,534,584 of TIF Zone - Hwy 50 funds. The EI Dorado County Board of Supervisors updated the TIF Program by Ordinance No. 5144 adopted on August 31, 2021. **Western Placerville Interchanges Operational Improvements Phase 2.3 Westbound Off-Ramp:** The RTIP proposes to fully fund pre-construction phases - PA&ED, PS&E, and ROW with STIP funds. Construction is currently unfunded, but the City of Placerville intends to fund construction of the project with future STIP funds combined with local funds and potential grant funds including STBG, CMAQ, and other available state and federal grants. None of the RTIP projects will require Commission approval for non-proportional spending.

Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Phase 2B	\$14,930,000			\$874,084	\$4,576,132		\$20,380,216
US 50/Ponderosa Road Interchange Operational Improvements Phase 1A North Shingle Realignment	\$12,497,500		\$250,000	\$7,534,584			\$20,282,084
Western Placerville Interchanges Operational Improvements Phase 2.3 Westbound Off-Ramp	\$4,000,000						\$4,000,000
Planning, Programming, and Monitoring (PPM)	\$530,000						\$530,000
<b>Totals</b>	<b>\$31,957,500</b>		<b>\$250,000</b>	<b>\$8,408,668</b>	<b>\$4,576,132</b>		<b>\$45,192,300</b>

**Notes:** The \$4,000,000 in STIP funds for Western Placerville Interchanges Operational Improvements Phase 2.3 will fully fund PA/ED, R/W, and PS&E phases of the project while construction is currently unfunded. The Western Placerville Interchanges Operational Improvements Phase 2.3 draft environmental document (CEQA) is scheduled to be circulated in FY 2027-28. On November 14, 2023, the EI Dorado County Board of Supervisors approved TIF funds for project delivery costs for the US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Phase 2B and US 50 / Ponderosa Interchange Operational Improvements Phase 1A projects, as well as TIF to be combined with STIP funds for construction costs on both projects.

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

### **No ITIP funding was requested.**

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

In addition to the US 50/EI Dorado Hills Boulevard Interchange Improvement Project Phase 2B project, US 50 Ponderosa Interchange Phase 1A, and Western Placerville Interchanges Phase 2.3, EDCTC and its regional partners agree that the following projects are the most significant interregional highway needs within the region: US 50 through Placerville, including elevated and/or managed facilities, US 50 Ponderosa Interchange Phase 1B, and the US 50/Cameron Park Drive Interchange Improvements.

## **Section 9. Projects Planned Within Multi-Modal Corridors**

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

The US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Project – Phase 2B (PM 0.85) is in relatively close proximity to the US 50/Silva Valley Parkway Interchange – Phase 2 project (PM 1.82) and the US 50/Bass Lake Road Interchange Improvements – Phase 1 project (PM 3.2). Since construction is not scheduled to begin on either of those projects until 2031 at the earliest, the US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Project – Phase 2B's impact on those two projects will be better understood using data and analysis available in the future.

The US 50/Ponderosa Interchange Operational Improvements Phase 1A is relatively close to the US 50/Cameron Park Drive Interchange Improvements Project (PM 6.58). Since construction is not scheduled to begin on that project until between FY 33-34 and FY 42-43, the US 50/Ponderosa Interchange Operational Improvements Phase 1A project's impacts on that project will be better understood using data and analysis available in the future.

The Western Placerville Interchange Operational Improvements Phase 2.3 project (PM 16.52) is close to the US 50/Placerville Drive Interchange (PM 15.82) that is the Western Placerville Interchanges Phase 3 project that will construct the remainder of the Western Placerville Interchanges project that includes the US 50/Placerville Drive Interchange. While design, right-of-way, and construction of Western Placerville Interchanges Phase 3 are currently unfunded, the Western Placerville Interchanges Operational Improvements Phase 2.3 project will provide benefits to the existing US 50/Placerville Drive Interchange by reducing congestion and improve operations and safety at the interchange by allowing westbound US 50 traffic to exit the westbound US 50 off-ramp at Ray Lawyer Drive to access the El Dorado County Government Center, Main County Library, the City of Placerville's new joint Police and Fire Public Safety Building, and other goods and services along Ray Lawyer Drive, Fair Lane, and Placerville Drive. The Western Placerville Interchange Operational Improvements Phase 2.3 project will also complete the bicycle and pedestrian facilities planned at the Ray Lawyer Drive Interchange, thus removing the barrier to multi-modal access presented by the US 50/Placerville Drive Interchanges' lack of dedicated bicycle facilities and modern pedestrian facilities by providing bicyclists and pedestrians with safer and more efficient access to a nearby transit park and ride lot, the nine-mile length of the El Dorado Trail, and the new Class 4 bikeway and pedestrian facilities along Placerville Drive.

The PPM project will utilize STIP PPM to implement EDCTC's OWP which includes Work Elements for the development of plans and studies for multi-modal transportation projects and supporting similar efforts conducted by EDCTC's local agency partners.

#### **Section 10. Highways to Boulevards Conversion Pilot Program**

Identify potential state routes within the region that might be potential candidates for a highway to boulevards conversion pilot program (see section 24G).

Currently, there are no state routes within the region that might be potential candidates for a highway to boulevards conversion pilot program.

#### **11. Complete Streets Consideration (per Section 26)**

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

EDCTC's 2026 RTIP's three projects include the following complete streets considerations:

**US 50 / El Dorado Hills Boulevard Interchange Operational Improvements Phase 2B:**  
Project is completing final design of the bicycle and pedestrian improvements to be included with the project. The project plans to construct a Class I facility that would travel beneath the US 50 undercrossing and along the east side of Latrobe Road and El Dorado Hills Boulevard

between Town Center Boulevard and Saratoga Way/Park Drive. Due to vehicle speeds above 35 miles per hour, the project intends to include barrier separation between the roadway and the Class I facility. The County is currently coordinating with Caltrans on a stress level analysis to inform the ultimate design, logical termini, necessary way finding signage, and to confirm the proposal's consistency with the El Dorado County Active Transportation Plan. The project's improvements to the eastbound on- and offramps will also improve access to El Dorado Transit's park-and-ride lot in El Dorado Hills.

**US 50 / Ponderosa Interchange Operational Improvements Phase 1A:** Project is planned to include complete streets elements that will improve bicycle and pedestrian access through the interchange as well as improving El Dorado Transit's access to its park-and-ride lot on the north side of the interchange.

**Western Placerville Interchanges Operational Improvements Phase 2.3:** Project will complete the final improvements to the Ray Lawyer Drive interchange which will include construction of the westbound US 50/Ray Lawyer Driver off-ramp and the completion of bicycle and pedestrian facilities that connect to the existing Class I bike path of the El Dorado Trail on the south side of the interchange and the Class 2 facility on Ray Lawyer Drive on the north side of the interchange. The new westbound off-ramp will also improve El Dorado Transit's access to the new 150 space park-and-ride lot that was constructed as part of the Western Placerville Interchanges Phase 2 project completed in 2019.

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)**

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools are available, the performance measures listed in Table B1 below may be reported.

Regions outside an MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside an MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside an MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans

ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

EDCTC's 2026 RTIP is effective in addressing and achieving the goals of the region's 2020-2040 RTP. The first goal of the 2020-2040 RTP is integrating land use and transportation planning to create a transportation system which supports the needs of the system user, enhances the economy, and preserves the environment. EDCTC's RTIP includes three interchange operational improvement projects on US 50 that advance that goal by responding to current and projected regional and local traffic operations on US 50 and the local roadway system to provide the transportation system needed to meet the needs of current and future users, enhance the economy by improving operations, travel time reliability, and the accessibility of commercial corridors and businesses, and protects the environment by reducing congestion and GHG emissions by providing mobility advancements that combat climate change and enhance climate resiliency and adaptation. The RTIP also advances the RTP goal of optimizing the regionally significant roadway system by supporting increased throughput on US 50 and the local roadway network to facilitate evacuation preparedness, improve safety and operations at each of the three interchanges, and improve multi-modal mobility by improving the existing bicycle and pedestrian facilities. The RTIP addresses the RTP goal of promoting public transit by enhancing access for transit buses and transit users park-and-ride lots located near each interchange, and by increasing travel time reliability which leads to better on-time transit performance. As a member agency within the SACOG region, EDCTC is not subject to the requirements for the development of an SCS. Consequently, EDCTC relies on the SACOG MTP/SCS to perform regional air quality conformity analysis and determination as required by SB 375.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Use the following Table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside an MPO, a second Table B1(a) may be used as a replacement to Table B1. Table B1(a) is included on the next page.

**Table B1  
Evaluation – Regional Level Performance Indicators and Measures**

<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (2040)</b>
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	24.6	23.3
	Percent of congested VMT (at or below 35 mph)	Total CVMT per Capita 1.56	Total CVMT per Capita 1.53
	Commute mode share (travel to work or school)	73.5% Single Vehicle 16.5% Carpool 1.4% Transit 2.2% Bike 6.4% Walk 5.4% Work at Home	69.9% Single Vehicle 16.5% Carpool 2.9% Transit 2.9% Bike 7.8% Walk 7.6% Work at Home
Infrastructure Condition	Percent of distressed state highway lane-miles	27% (US Highway 50)	TBD
	Pavement Condition Index (local streets and roads)	68	>70
	Percent of highway bridges by deck area classified in Poor condition	71%	N/A
	Percent of transit assets that have surpassed the FTA useful life period	18%	<10%
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	Unknown	Unknown
	Accessibility and on-time performance for rail and transit	Transit Demand Response 93.2%; Rural Routes 84.9%; Urban Routes 89.7%	
Safety	Fatalities and serious injuries per capita	Fatalities per 100,000 population: 12 Serious injuries per 100,000 population 39	No Specific Forecast
	Fatalities and serious injuries per VMT	Fatalities per 100 million VMT: 1.3 Serious injuries per 100 million VMT: 4.1	No Specific Forecast
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	No Change	No Change
	Mean commute travel time (to work or school)	29.1	28.1
	Farebox recovery ratio	7.6%	TBD
Environmental Sustainability	Change in acres of agricultural land	No Change	TBD
	CO <sub>2</sub> emissions reduction per capita	23.2	18.9

<b>Table B1(a)</b>			
<b>Evaluation – Rural Specific Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction		
	Pavement Condition Index (local streets and roads)		
Safety	Total accident cost per capita and VMT		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

**Section 13. Regional and Statewide Benefits of RTIP**

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The investments included in EDCTC’s RTIP share many of the same Regional and Statewide benefits, including:

- Reducing congestion and improving traffic operations and system reliability by providing operational improvements that respond to current and projected regional and local traffic operations on US 50 and local roads adjacent to each project;
- Improving the region's economic vitality by enhancing mobility and goods movement on the US 50 corridor through El Dorado County and improving access to local shops, businesses, and commercial corridors associated with each interchange;
- Improved transit access on and off US 50 at each of the three interchanges;
- Improved bicycle and pedestrian access through each of the three interchanges;
- And improved air quality through mode shift, reduced congestion, and a reduction in GHG emissions.

EDCTC will utilize the PPM programmed in the 2026 RTIP to fund Work Elements in EDCTC's Overall Work Program (OWP). The OWP implements the 2020-2040 RTP which contains projects that have Regional and Statewide benefits including congestion reduction, system reliability, improved economic vitality, enhanced mobility, and improved health and safety.

EDCTC's RTIP also benefits attainment of the State's climate change and equity goals, including CAPTI and REAP, by providing operational improvements at three interchanges that will help combat and adapt to climate change and support equity in transportation. The COVID-19 pandemic had a devastating impact on transit, including El Dorado Transit, who experienced a 70% drop in ridership, mostly due to the severe drop in commuter ridership to state jobs in downtown Sacramento. While transit ridership has slowly rebounded post-pandemic, EDCTC's RTIP and its three interchange operational improvement projects on the US 50 corridor will aid transit's recovery by providing more direct access to park-and-ride facilities located near the three interchanges and by improving the on-time performance of local and commuter buses, making transit a more attractive transportation alternative. By completing the operational improvements at the three interchanges on the US 50 corridor, the RTIP will provide Regional and Statewide benefits by preparing the regional transportation system for managed lanes, tolling, bus-rapid-transit, and other VMT reducing strategies to help reduce GHG emissions and meet the State's climate change goals while adding to the region's climate adaptation, resiliency, and evacuation preparedness. The RTIP will also benefit Regional and Statewide equity goals by providing equity in transportation: providing fair access to mobility for all users of the transportation system, whether in cars, on transit, or as a bicyclist or pedestrian.

## **D. Performance and Effectiveness of RTIP**

### **Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)**

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level. Table B2 is included on the next page

<b>Table B2</b>			
<b>Evaluation – Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure (per thousand dollar invested)</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement (indicate timeframe)</b>
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	24.6	Less than 1%
	Reduce Percent of congested VMT (at or below 35 mph)	Total CVMT per Capita 1.56	Less than 1%
	Change in commute mode share (travel to work or school)	73.5% Single Vehicle 16.5% Carpool 1.4% Transit 2.2% Bike 6.4% Walk 5.4% Work at Home	Less than 1%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	27% (US Highway 50)	TBD
	Improve Pavement Condition Index (local streets and roads)	68	No change
	Reduce percent of highway bridge deck area in Poor Condition	Unknown	Unknown
	Reduce percent of transit assets that have surpassed the FTA useful life period	18%	N/A (No transit projects in RTIP)
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Unknown	Unknown
	Improve accessibility and on-time performance for rail and transit	Transit Demand Response 93.2%; Rural Routes 84.9%; Urban Routes 89.7%	TBD
Safety	Reduce fatalities and serious injuries per capita	Fatalities per 100,000 population: 12 Serious injuries per 100,000 population: 39	
	Reduce fatalities and serious injuries per VMT	Fatalities per 100 million VMT: 1.3 Serious injuries per 100 million VMT: 4.1	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	No change	No change
	Reduce mean commute travel time (to work or school)	29.1	28.1
	Increase farebox recovery ratio	7.6%	Pending continued recovery of transit ridership post-pandemic

<b>Table B2</b>			
<b>Evaluation – Cost-Effectiveness Indicators and Measures (cont.)</b>			
Environmental Sustainability	Change in acres of agricultural land	No change	TBD
	CO <sub>2</sub> emissions reduction per capita	23.2	18.9

<b>Table B2(a)</b>			
<b>Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected Performance (indicate timeframe)</b>
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)	N/A	
Transit	Change in Total operating cost per revenue mile	N/A	
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	N/A	
	Change in Pavement Condition Index (local streets and roads)	N/A	
Safety	Change in Total accident cost per capita and VMT	N/A	
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	N/A	

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

<b>Table B3</b>			
<b>Evaluation – Project Changes or Increased Capacity Benefits</b>			
<b>Project Type Or Mode</b>	<b>Changes to Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles	N/A	
	Lane-miles rehabilitated	N/A	
	New or upgraded bicycle lane/sidewalk miles	N/A	
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges	N/A	
Transit or Intercity Rail	Additional transit service miles	N/A	
	Additional transit vehicles	N/A	
	New rail track miles	N/A	
	Rail crossing improvements	N/A	
	Station improvements	N/A	
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgraded bicycle lane/sidewalk miles	N/A	
	Operational improvements		
	New or reconstructed bridges	N/A	

**Section 15. Project Specific Evaluation (Required per Section 22D)**

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state’s most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

## **E. Detailed Project Information**

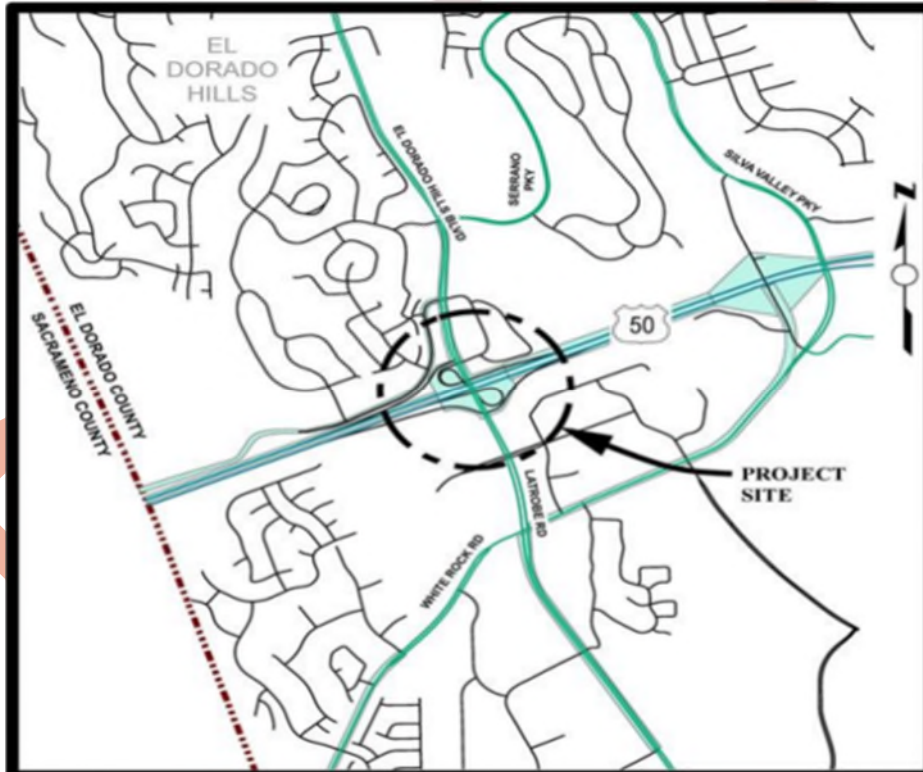
### **Section 16. Overview of Projects Programmed with RIP Funding**

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

#### **US 50 / El Dorado Hills Boulevard Interchange Operational Improvements Phase 2B**

On U.S. Route 50 in El Dorado Hills, from PM 0.7 to PM 1.1. Construct remaining ultimate operational improvements to the eastbound on- and off-ramps at the El Dorado Hills Boulevard / Latrobe Road Interchange. Improvements include reconstruction of the eastbound diagonal on-ramp, eastbound on-ramp auxiliary lane, the eastbound loop off-ramp, and improved bicycle and pedestrian facilities through the interchange.

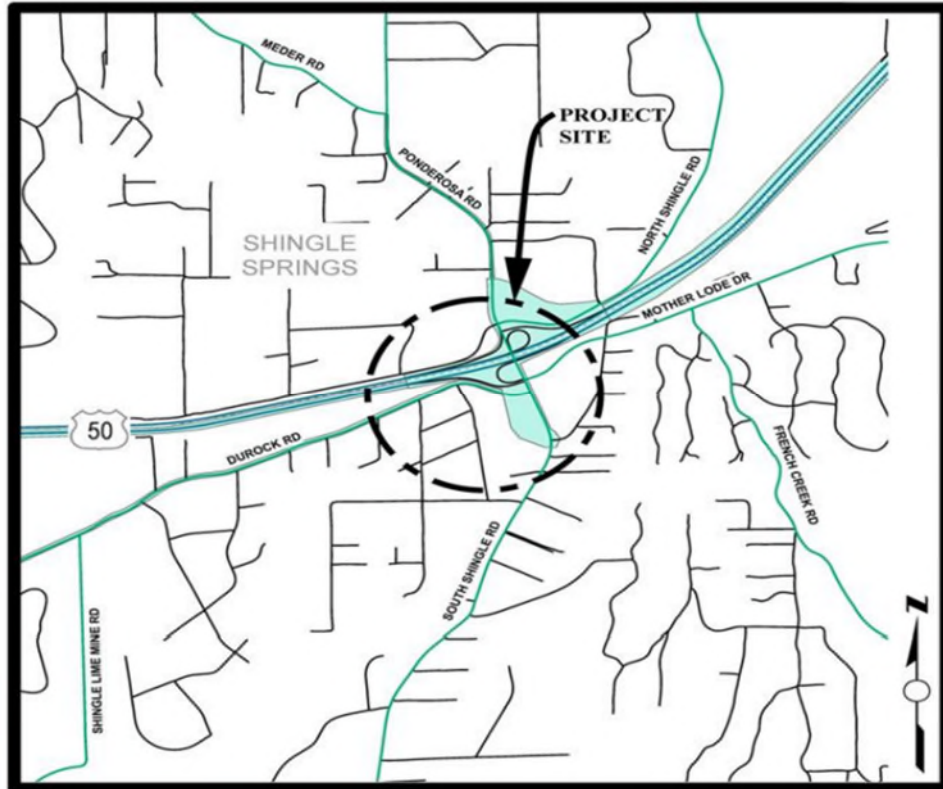
**Project Map**



## US 50 / Ponderosa Interchange Operational Improvements Phase 1A

On U.S. Route 50 in Shingle Springs. The project includes realignment of about 1/4 mile of North Shingle Road to about 600 feet north on Ponderosa Road; realignment of the westbound off-ramp to align with Wild Chaparral Drive; potential realignment of the westbound on-ramp loop, and improved bicycle and pedestrian facilities. It is part of a larger project for the reconstruction of the US 50/Ponderosa Road/South Shingle Road interchange.

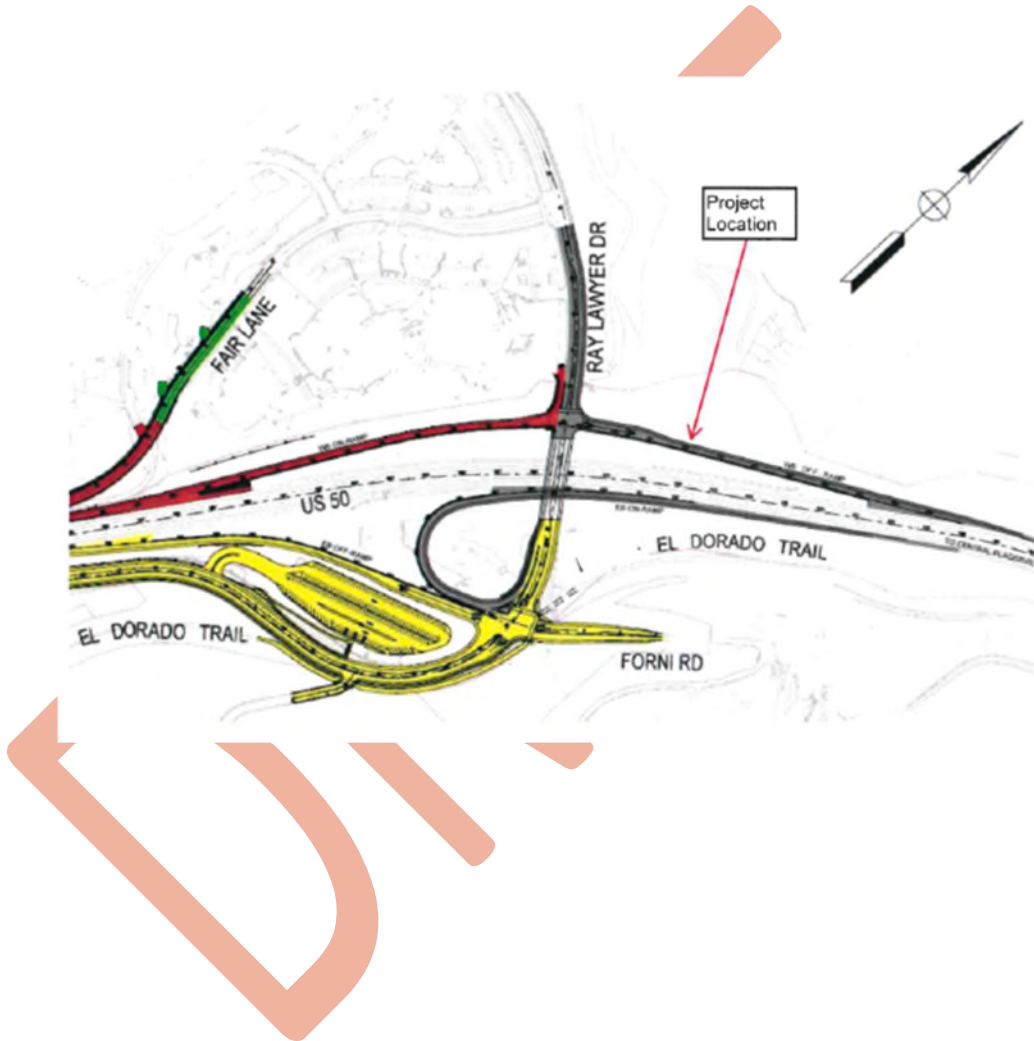
Project Map



### Western Placerville Interchanges Operational Improvements Phase 2.3

On U.S. Route 50 in the City of Placerville. The project will construct the westbound US 50/Ray Lawyer Drive off-ramp, completing the remaining operational improvements to the US 50/Ray Lawyer Drive Interchange, and will improve bicycle and pedestrian facilities along Ray Lawyer Drive adjacent to the project and improve transit access to the new 150 space park-and-ride lot on Forni Road.

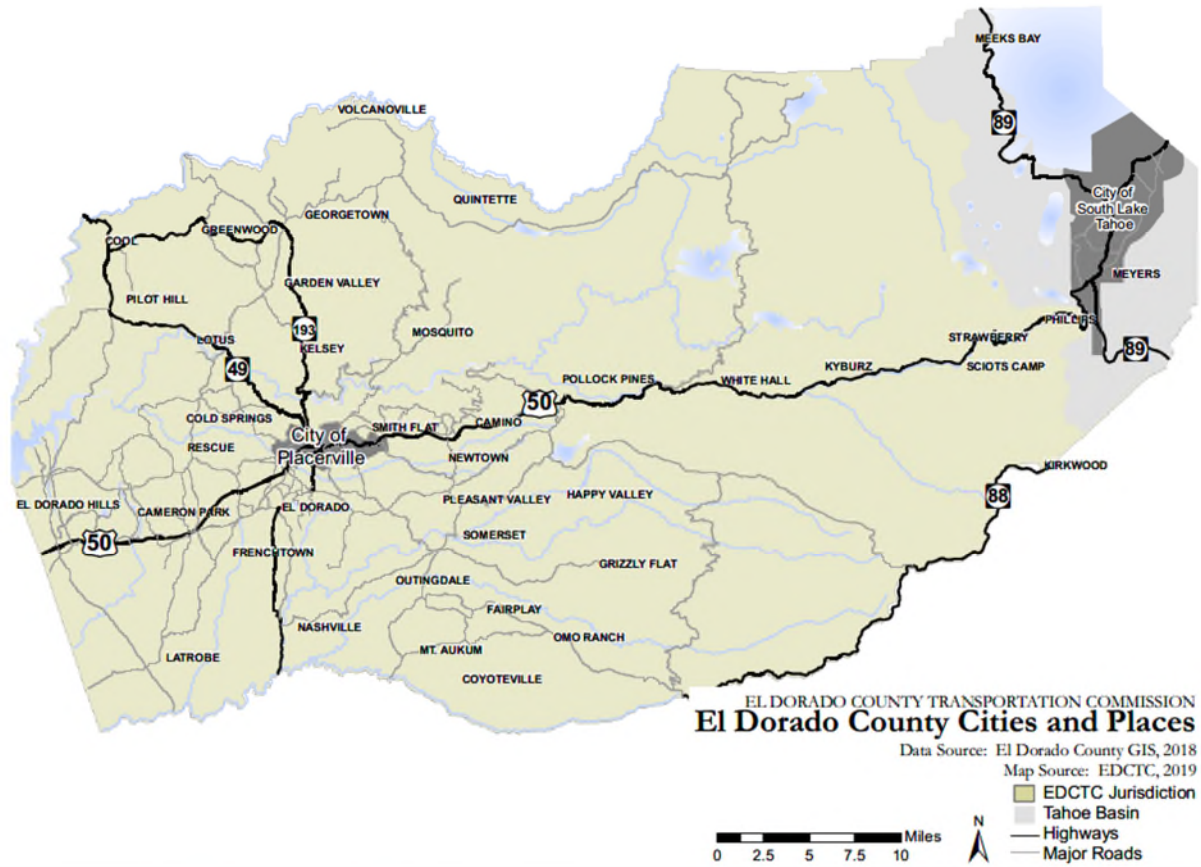
**Project Map**



## EDCTC Planning, Programming, and Monitoring - \$446,000

Program \$108 for FY 2026-27, \$107,000 for FY 2027-28, \$99,000 for FY 2028-29, \$66,000 for FY 2029-30, and \$66,000 for FY 2030-31 for EDCTC Planning, Programming, and Monitoring activities.

### RIP PPM Project Map



## **F. Appendices**

**Section 17. Projects Programming Request Forms** (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

**Section 18. Board Resolution or Documentation of 2026 RTIP Approval** (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

**Section 19. Fact Sheet (1-2 pages).** (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

**Section 20. Documentation on Coordination with Caltrans District (Optional)** (With Cover Sheet)

**Section 21. Detailed Project Programming Summary Table (Optional)**

**Section 22. Alternative Delivery Methods (Optional)**

**Section 23. Additional Appendices (Optional)**

DRAFT

## Section 17

### 2026 EDCTC RTIP Project Programming Request Forms

- 1) El Dorado Hills Boulevard Interchange Operational Improvements Project – Phase 2B
- 2) US 50 / Ponderosa Interchange Operational Improvements Phase 1A
- 3) Western Placerville Interchanges Operational Improvements Phase 2.3
- 4) El Dorado County Transportation Commission; Planning, Programming, and Monitoring

DRAFT

**Section 18**

**EDCTC Board Resolution 25/26.XX**

**Documentation of 2026 RTIP Approval**

**DRAFT**

**Section 19**  
**EDCTC Fact Sheet**

DRAFT

**Section 20**

**Documentation on Coordination with Caltrans District (Optional)**

**N/A**

DRAFT

**Section 21**

**Detailed Project Programming Summary Table (Optional)**

**N/A**

DRAFT

**Section 22**

**Alternative Delivery Methods (Optional)**

**N/A**

DRAFT

**Section 23**

**Additional Appendices (Optional)**

**N/A**

DRAFT